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NOTICE

The undermentioned Gazettes of India Extraordinary were published upto the 31st May, 1963 :—

Issue No.	No. and Date	Issued by	Subject
94	G.S.R. 949, dated 31st May, 1963.	Ministry of External Affairs.	Orders regarding Defence of India Rules about strikes and lockouts, etc.
	G.S.R. 950, dated 31st May, 1963.	Do.	Declaring employment at the port of Marmagoa to be under the Defence of India Rules.
95	G.S.R. 951, dated 31st May, 1963.	Ministry of Home Affairs.	Amendment to G.S.Rs. No. 364 and 365 dated 25th March 1960 and 1816 dated 31st December, 1962.
96	G.S.R. 952, dated 31st May, 1963.	Ministry of Food & Agriculture.	Direction that no producer of Sugar shall demand in excess of Rs. 10 per quintal as an advance for despatching sugar to any State Government etc.

Copies of the Gazettes Extraordinary mentioned above will be supplied on indent to the Manager of Publications, Civil Lines, Delhi. Indents should be submitted so as to reach the Manager within ten days of the date of issue of these Gazettes.

PART II—Section 3—Sub-section (1)

General Statutory Rules (including orders, bye-laws etc. of a general character) issued by the Ministries of the Government of India (other than the Ministry of Defence) and by Central Authorities (other than the Administrations of Union Territories).

CABINET SECRETARIAT

(Department of Statistics)

New Delhi, the 1st June 1963

G.S.R. 987.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules further to

(1101)

amend the General Central Service (Class II & Class III posts in the Central Statistical Organisation) Recruitment Rules, 1960, issued with the notification of the Cabinet Secretariat, No G S R 110, dated the 19th January, 1960, namely:—

1. **Short title.**—These rules may be called the General Central Service (Class II and Class III posts in the Central Statistical Organisation) Recruitment Second Amendment Rules, 1963

2 **Amendment of the General Central Service (Class II and Class III posts in the Central Statistical Organisation) Recruitment Rules, 1960.**—In the Schedule to the General Central Service (Class II and Class III posts in the Central Statistical Organisation) Recruitment Rules, 1960—

after item 3, the following item and entries shall be inserted, in the respective columns, namely—

1	2	3	4	5	6
3-A. Senior Artist Incharge	One	Class II, Non-gazetted, Non-ministerial	Rs. 400—25—500— 30—590—EB—30— 800.	Selection post	Between 23 and 30 years

7	8	9	10	11	12	13
<i>Essential :</i>						
(i) Degree or Diploma in Fine Art or Commercial Art, of a recognised University or Institution.	No.	Two years	100% by promotion failing which by direct recruitment.	Senior Artists who have put in a minimum of five years' service in that grade.	Class II Departmental Promotions Committee.	As required under the Rules.
(ii) Two years' experience of Commercial Art in an advertising agency or firm or in Government Department or Institution.						
<i>Desirable :</i>						
Knowledge of Hindi.						

[No. F. 2/16/62-Estt.(I).]

B. S. RAO, Under Secy.

MINISTRY OF LAW
(Department of Legal Affairs)
New Delhi, the 7th June, 1963.

G.S.R. 988 (Contract/Amendment 51).—In exercise of the powers conferred by clause (1) of article 299 of the Constitution, the President hereby directs that the following further amendments shall be made in the notification of the Government of India in the Ministry of Law No. G.S.R. 1161 dated the 1st December, 1958, relating to the execution of contracts and assurances of property, namely:—

In the said notification:—

I. In part III, which relates to the Ministry of Defence under Head 'O' for the existing entries, the following entries shall be substituted, namely:—

“O. In the case of National Cadet Corps:—

- (i) Contracts for the purpose of purchasing of cloth, tailoring of uniforms, repair of boots and shoes and washing and repair of uniforms returned by the Cadets; by Commandant National Cadet Corps Officers Training School Kamptee, Commandant National Cadet Corps Academy Purandhar, Commanding Officer INS Venduruthy and Officer Commanding No. 2 Air Force Flying College, Air Force Station, Jodhpur.

- (ii) *Contracts for the purpose of purchasing of cloth: by the Director General NCC/Deputy Director General NCC upto a limit of Rs. 10,000 in each case and Directors NCC (States) upto a limit of Rs. 5,000/-.*
- (iii) *Contracts for the purpose of refitting of uniforms, repairs of boots and shoes and washing and repair of uniforms returned by the cadets: by the Director General NCC/Deputy Director General NCC upto a limit of Rs. 20,000/- in each case and Directors NCC (States) upto a limit of Rs. 10,000/-.*
- (iv) *Contracts for the purpose of tailoring of uniforms for cadets; by the Directors NCC (States) within the stitching ceiling limits, as may be prescribed by the Government of India from time to time.*

II. In part IV which relates to the Ministry of Education after the Head D, the following entries shall be inserted, namely:—

“E—In the case of National Discipline Scheme Directorate:

Lease deed in respect of buildings land or other immovable property for the National Discipline Scheme Directorate (up to the limit of Rs. 5,000/- p.m.; by the Director of National Discipline Scheme Directorate.”

III. In part VII which relates to the Ministry of Food and Agriculture, under Head A-Department of Agriculture, for the existing sub-clause (iv) of item 2 the following sub-clause shall be substituted, namely:—

- (iv) (a) *Contracts and other instruments relating to the Indian Veterinary Research Institute, Izatnagar and Mukteswar; by the Director of the Registrar, Indian Veterinary Research Institute, Izatnagar and Mukteswar, subject to any limits fixed by the Central Government.*
- (b) *Contracts and other instruments relating to the Indian Veterinary Research Institute, Mukteswar branch only, by the Assistant Administrative Officer at Indian Veterinary Research Institute, Mukteswar, subject to any limits fixed by the Central Government.*

IV. In part XV, which relates to the Ministry of Economic and Defence Co-ordination (1) under head A-Department of Supply in item 1(d) after the words “Assistant Directors (Grade II) of supplies and/or Disposals, and before the words “in the Directorate General of Supplies and Disposals”, the following words shall be inserted namely:—

“or officer on Special Duty (Accounts)”.

(2) Under Head B-Department of Technical Development, after the words “by Deputy Secretary” and before the words “to the Central Government” the following words shall be inserted in namely:—

“or Under Secretary”.

V. In part XVIII, which relates to the Ministry of Transport and Communication, under Head A-Department of Transport, the following entry shall be inserted as clause 8 and the existing Clause 8 shall be renumbered as clause 9, namely:—

“8. In the case of Road Wing:—

All contracts for National Highway Projects by Consulting Engineer (Road Development”.

VI. After part XXVIII which relates to Pondicherry, the following new part shall be inserted, namely:—

XXVIII-A—In the case of Union Territory of Goa, Daman and Diu as regard contracts not hereinbefore specified:—

- (a) *All contracts, deeds and other instruments relating to business of (i) the Customs Department in Goa, Daman and Diu; and the Central Excise Department in Goa, and (ii) Bonds and Guarantees submitted by importers and Exporters in connection with the clearance*

or export of goods, or for the grant of duplicate refund orders; by Customs Adviser, Goa, Director of Customs Services Goa, and Director de Alfaindega, Goa".

[No. F. 17(1)/61-J.]

S. S. KAR, Dy. Secy.

MINISTRY OF HOME AFFAIRS

ORDER

New Delhi, the 6th June 1963

G.S.R. 989.—Whereas in the opinion of the Central Government the atlas entitled "New International Atlas of the World", DELUXE 1944 Edition, published by the Geographical Publishing Company, Chicago and printed in U.S.A., contains prejudicial reports as defined in clause (7) of rule 35 of the Defence of India Rules, 1962;

Now, therefore, in exercise of the powers conferred by rule 45 of the Defence of India Rules, 1962, the Central Government hereby—

- (a) prohibits the further publication, sale or distribution of the said atlas and declares the said atlas and every copy thereof to be forfeited to Government; and
- (b) directs every person possessing any copy of the said atlas to deliver the same to the local police authorities.

[No. 59/69/63-Poll. II.]

P. K. DAVE, Jt. Secy.

MINISTRY OF FINANCE

(Department of Economic Affairs)

New Delhi, the 7th June 1963

G.S.R. 990.—In exercise of the powers conferred by sub-section (2) of section 43 of the Life Insurance Corporation Act, 1956 (31 of 1956), the Central Government hereby directs that section 27A of the Insurance Act, 1938 (4 of 1938), as made applicable to the Life Insurance Corporation of India by the Notification of the Government of India in the Ministry of Finance No. G.S.R. 734, dated the 23rd August, 1958 shall be subject to the following further modification, namely:—

In the proviso to clause (1) of sub-section (1) of section 27A of the Insurance Act, 1938 as made applicable to the Life Insurance Corporation of India, for the words "three-fourths", the words "eighty-five per cent" shall be substituted.

[No. 8(9)-INS(II)/62.]

P. GANGULEE, Dy. Secy.

(Department of Revenue)

CENTRAL EXCISES

New Delhi, the 15th June 1963

G.S.R. 991.—In exercise of the powers conferred by section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), the Central Government hereby makes the following rules further to amend the Central Excise Rules, 1944, namely:—

1. These rules may be called the Central Excise (Ninth Amendment) Rules, 1963.

2. In the Central Excise Rules, 1944, for sub-rule (2) of rule 95, the following sub-rule shall be substituted, namely:—

"(2) The manufacturer shall maintain in the proper form in duplicate an account of all labels purchased and used, strike monthly totals after

the entry for the last working day of each month and submit to the officer at the factory, the duplicate copy of the same before the fifth of the month following that to which it relates'.

[No. 90/63.]

G.S.R. 992.—In pursuance of sub-rule (2) of rule 49 and rule 139 of the Central Excise Rules, 1944, the Central Government hereby directs that the provisions relating to the removal of goods from one warehouse to another shall extend, subject to the conditions specified below, to motor spirit, kerosene, refined diesel oils and industrial fuel oils (hereinafter referred to as the said goods) to which the provisions of Chapter VII of the said Rules have been extended by the notification of the Government of India in the Ministry of Finance (Revenue Division) No. CER-139(1)/56, dated the 9th June, 1956.

The said goods shall be permitted to be removed without payment of duty only—

- (a) from the storage tanks at the refineries at Visakhapatnam of Messrs. Caltex Oil Refining (India) Limited or, at Trombay, of Messrs. Burmah-Shell Refineries Limited or of Messrs. Esso Standard Refining Company of India Limited, licensed under rule 140 as warehouses, to the storage tanks similarly licensed at the Oil Installations at Visakhapatnam, at Antop Hill and at Wadala in Bombay, of Messrs. Indian Oil Company Limited; and
- (b) from one storage tank to another situated in the said installations.

[No. 91/63.]

G.S.R. 993.—In exercise of the powers conferred by sub-rule (1) of rule 8 of the Central Excise Rules, 1944, the Central Government hereby makes the following further amendment to the notification of the Government of India in the Ministry of Finance (Department of Revenue) No. 132/62-Central Excises dated the 18th June, 1962; namely—

In the Explanation to the said notification, for the words "or cotton covered or paper covered", the words "or insulated only with cotton, paper, silk, art silk, glass fibre or asbestos, or with such materials in combination" shall be inserted.

[No. 92/63.]

G.S.R. 994.—In exercise of the powers conferred by sub-rule (1) of rule 8 of the Central Excise Rules, 1944, the Central Government hereby makes the following further amendment to the notification of the Government of India in the Ministry of Finance (Department of Revenue) No. 68/62-Central Excises dated the 24th April, 1962, namely:

In the Table appended to the said notification, in column 2 against Serial Number 2, for the words "Products commonly known as tread rubber or Camel Back, including cushion compound, cushion gum and tread gum", the words "products commonly known as tread rubber or Camel back, including cushion compound, cushion gum, tread gum and tread packing slips" shall be substituted.

[No. 93/63.]

L. M. KAUL, Dy. Secy.

(Department of Revenue)

CUSTOMS

New Delhi, the 15th June 1963

G.S.R. 995.—In exercise of the powers conferred by section 152 of the Customs Act, 1962 (52 of 1962), the Central Government hereby directs that the power to adjudge penalty under section 122 of the said Act by a Collector of Customs shall also be exercisable by an Assistant Collector of Customs to the extent of impos-

ing penalty not exceeding five thousand rupees in cases where goods have been allowed to be imported, exported or cleared, on the person executing a bond under section 143 of the said Act.

[No. 151.]

S. VENKATESAN, Dy. Secy.

(Department of Revenue)

CUSTOMS

New Delhi, the 15th June 1963

G.S.R. 996.—In exercise of the powers conferred by sub-section (1) of section 25 of the Customs Act, 1962 (52 of 1962), the Central Government, being satisfied that it is necessary in the public interest so to do, hereby exempts articles specified in the Schedule below, when imported into India for the use of the police force of the States or the Union territories from the whole of that portion of the duty of customs leviable thereon as is specified in the First Schedule to the Indian Tariff Act, 1934 (32 of 1934):

Provided that the importer produces a certificate from the Commissioner of Police, Bombay to the effect that the goods in respect of which the exemption is claimed are intended for the use of the police force of the States or the Union territories.

SCHEDULE

Spedeheat Grenade, CN with one second Bouchon.

Spedeheat Grenade, DM with one second Bouchon.

Three-way Grenade, CN with two second Bouchon.

Three-way Grenade, DM with two second Bouchon.

Blast Dispersion Grenade CN with two second Bouchon (Metallic Body).

Lake Erie 34 Model Grenade CN with two second Bouchon.

1½ in Cal. Gunswith Recoil Pad.

1½ in Cal. Long Range Shell, CN.

1½ in Cal. Short Range Shell, CN.

1½ in Cal. Long Range Shell, DM.

1½ in Cal. Short Range Shell, DM.

1½ in Cal. Flite-Rite Projectile, CN.

1½ in Cal. Flite-Rite Projectile, DM.

Truncheon.

Truncheon Cartridge, CN.

Practice Grenade Complete with one Second Delay Firing Mechanism and Gas Pellet.

One Second Delay Firing Mechanism and Gas Pellet for Practice Grenade.

One Second Delay Firing Mechanism for Practice Grenade.

Gas Pellet for Practice Grenade.

1½ in Cal. Practice Shell (L.R.) with four Refills each.

Refills for 1½ in Cal. Practice Shell (Consisting of Powder Charge, Primer and Two Wads).

Caps (Primers) for 1½ in Cal. Practice Shells.

One Second Delay Firing Mechanism for Spedeheat Grenade.

Two Second Delay Firing Mechanism for Three-way Grenade.

Recapping and Decapping Machines for 1½ inches Practice Shells.

Gas Guns.

Spedeheat Grenades CN.

Three-way Grenades CN.
 Long Range Shells CN.
 Short Range Shells CN.
 Fliterite Shells CN.
 Spedeheat Grenades DM.
 Long Range Shells DM.
 Short Range Shells DM.
 Truncheons.
 Truncheon Cartridges CN.
 Practice Shells with 4 Refills.
 Refills for Practice Shells.
 Caps for Practice Shells.
 Practice Grenades Complete.
 Gas Pellets.
 One Second Bouchons.
 Two Second Bouchons.
 Practice Grenades Alone.

Gun Parts

Hinge Pins.
 Screws, Hinge Pins.
 Stock.
 Grips, Wooden.
 Screws Frame Plate (3).
 Spring, Lock Coll.
 Locks.

[No. 152.]

G.S.R. 997.—In exercise of the powers conferred by sub-section (1) of section 75 of the Customs Act, 1962 (52 of 1962), as in force in India the Central Government hereby makes the following further amendment in the Notification of the Government of India, in the Ministry of Finance (Department of Revenue) No. GSR—575 (55/F. No. 34/86/60-Cus.IV), dated the 28th May, 1960, namely:—

Amendment

In the Schedule to the said notification, for the existing item at Serial No. 9 and entries relating thereto, the following shall be substituted:—

“9. Electric fans, namely, ceiling fans, table fans, air circulators, cabin fans and exhaust fans, and components and accessories thereof.”

[No. 153/F. No. 34/4/63-DBK.]

G.S.R. 998.—In exercise of the powers conferred by sub-section (1) of section 75 read with sub-section (3) of section 160 of the Customs Act, 1962 (52 of 1962), the Central Government hereby makes the following further amendment in the Notification of the Government of India in the Ministry of Finance (Department of Revenue) No. GSR—575 (55/F. No. 34/86/60-Cus.IV), dated the 28th May, 1960, namely:—

Amendment

In the Schedule to the said notification for the existing item at Serial No. 163 and entries relating thereto, the following shall be substituted, namely:—

“163. Agarbatties and Dhoop.”

[No. 154/F. No. 34(95)/3/62-Cus.IV.]

G.S.R. 999.—In exercise of the powers conferred by sub-section (1) of section 75 of the Customs Act, 1962 (52 of 1962), as in force in India, the Central Government hereby makes the following further amendment in the Notification of the

Government of India, in the Ministry of Finance (Department of Revenue) No. GSR—575 (55/F. No. 34/86/60-Cus. IV), dated the 28th May, 1960, namely:—

Amendment

In the Schedule to the said notification, after the existing item at Serial No. 187 and entries relating thereto, the following shall be added, namely:—

“188. Asbestos Textiles and Compressed Asbestos Jointings.”

[No. 156/F. No. 88/3/63-DBK.]

(Department of Revenue)

CUSTOMS AND CENTRAL EXCISES

New Delhi, the 15th June 1963

G.S.R. 1000.—In exercise of the powers conferred by sub-section (2) of section 75 read with sub-section (3) of section 160 of the Customs Act, 1962 (52 of 1962) and section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), the Central Government hereby makes the following rules to amend the Customs and Central Excises Duties Export Drawback (General) Rules, 1960, namely:—

Amendment

1. These rules may be called the customs and Central Excises Duties Export Drawback (General) Amendment Rules, 1963.

2. In the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, in the Second Schedule, for the existing item at Serial No. 125 and entries relating thereto, the following shall be substituted, namely:—

“125. Agarbatties and Dhoop”.

[No. 59/F. No. 34(95)/3/62-Cus. IV.]

G.S.R. 1001.—In exercise of the powers conferred by sub-section (2) of section 75 of the Customs Act, 1962 (52 of 1962) and section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), as in force in India, the Central Government hereby makes the following further amendment in the Customs and Central Excise Duties Export Drawback (General) Rules, 1960.

Amendment

These rules may be called the Customs and Central Excise Duties Export Drawback (General) Amendment Rules, 1963.

In the Second Schedule to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960 for the existing item at Serial No. 5 and entries relating thereto, the following shall be substituted, namely:—

“5. Electric fans, namely, ceiling fans, table fans, air circulators, cabin fans and exhaust fans and components and accessories thereof.”

[No. 60/F. No. 35/4/63-DBK.]

G.S.R. 1002.—In exercise of the powers conferred by sub-section (2) of section 75 of the Customs Act, 1962 (52 of 1962) and section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), as in force in India, the Central Government hereby makes the following further amendment in the Customs and Central Excise Duties Export Drawback (General) Rules, 1960.

Amendment

These rules may be called the Customs and Central Excise Duties Export Drawback (General) Amendment Rules, 1963.

2. In the Second Schedule to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, after the existing item at Serial No. 147 and entries relating thereto, the following shall be added, namely:—

“148. Asbestos Textiles and Compressed Asbestos Jointings.”

[No. 62/F. No. 68/3/63-DBK.]

J. BANERJEE, Dy. Secy.

MINISTRY OF COMMERCE AND INDUSTRY
(Department of Company Law Administration)

New Delhi, the 4th June, 1963

G.S.R. 1003.—In exercise of the powers conferred by the proviso to sub-section (1) of section 594 of the Companies Act, 1956 (Act I of 1956), (hereinafter referred to as the Act), and in partial modification of the Notification No. S.R.O. 3216, dated the 4th October, 1957 of the Government of India in the Ministry of Finance (Department of Company Law Administration), (hereinafter referred to as the notification), the Central Government hereby directs that, in the case of *Compagnie Industrielle De Travaux* (hereinafter referred to as the company), being a foreign company, the requirements of clause (a) of sub-section (1) of the said section as modified in their application to a foreign company by the said notification, shall apply subject to the following further exceptions and modifications, namely:—

It shall be deemed to be sufficient compliance with the provisions of clause (a) of sub-section (1) of section 594 of the Act if in respect of the financial years ended the 31st December, 1960, 31st December, 1961 and 31st December, 1962, the company submits to the appropriate Registrar of Companies in India in triplicate—

- (i) a copy of the authenticated balance sheet and profit and loss account (including documents relating to every subsidiary of the company) as submitted by it to the prescribed authority in the country of its incorporation under the provisions of the law in that country;
- (ii) a statement of (a) assets and liabilities and (b) receipts and payments in India certified by two directors of the company and a person authorised to accept service of process in India under clause (d) of sub-section (1) of section 592 of the Act;
- (iii) a certificate signed by two directors of the company and the person authorised to accept service of process referred to at (ii) above, to the effect that the company did not carry on any business through its offices in India.

[No. F. 14(3)-CL.VI/63.]

N. PARASURAMAN, Under Secy.

CUSTOMS AND CENTRAL EXCISE COLLECTORATE, COCHIN-I.

CENTRAL EXCISE

Cochin, the 30th May 1963

G.S.R. 1004.—In exercise of the powers conferred on me under Rule 50 of the Central Excise Rules, 1944, and in supersession of this Collectorate's Notification No. 1/63, dated the 5th January, 1963, it is hereby directed the manufacturers of Plywood desirous of clearing veneers, saw dust, timber pieces and central cores from the factory's own premises are permitted to remove the said products under their own gate passes after formal permission, in the nature of an intimation, has been obtained from the Central Excise Officer concerned.

[No. 3/63.]

M RAMACHANDRAN,

Collector.

MINISTRY OF TRANSPORT AND COMMUNICATIONS

(Department of Transport)

(Transport Wing)

Ports

New Delhi, the 18th May 1963

G.S.R. 1005.—In exercise of the powers conferred by sub-section (I) of section 6 of the Indian Ports Act, 1908 (15 of 1908) and in supersession of the Port of Madras (Landing and Shipment of Petroleum) Rules, published with the late War Transport

Department notification No. 13-P (53)/39, dated the 29th August, 1942, the Central Government hereby makes the following rules, regulating the landing and shipping of petroleum within the Madras Port limits, the same having been previously published as required by sub-section (2) of the said section.

RULES

RULES REGULATING THE LANDING AND SHIPMENT OF 'PETROLEUM' WITHIN THE MADRAS PORT LIMITS.

1. **Short title, extent and commencement.**—(i) These rules may be called "The Madras Port Petroleum Rules, 1963".

(ii) They extend to the whole of the Madras Port area

(iii) They shall come into force from the date of publication.

2. **Application of Petroleum Rules, 1937 not barred.**—These rules shall be in addition to and not in derogation of the Petroleum Rules, 1937, and nothing in these rules shall be deemed to be contrary to any of the provisions of the Petroleum Rules, 1937.

3 **Definitions.**—In these rules, unless there is anything repugnant in the subject or context—

- (a) "Bulk Oil vessel" means a vessel licensed to carry petroleum in bulk as cargo.
- (b) "Cased Petroleum" means petroleum packed in cases, casks, drums or other receptacles.
- (c) "Dangerous Petroleum" means any petroleum having flash point below 76°F.
- (d) "Heavy Petroleum" means petroleum which has its flash point not below 150°F.
- (e) "Non-dangerous Petroleum" means petroleum having its flash point below 150°F, but not below 76°F.
- (f) "Petroleum" means any liquid hydro-carbon or mixture of hydro-carbons and any inflammable mixture (liquid, viscous or solid) containing any liquid hydro-carbon or any other commodity given in the Schedule
- (g) "Petroleum in bulk" means petroleum contained in receptacles exceeding 200 gallons in capacity.
- (h) "Ton" when used to indicate the weight of petroleum is taken as equivalent to 300 gallons.

4. **Notice of arrival of 'Petroleum'.**—The Master of every ship carrying petroleum shall deliver to the Pilot a written declaration under his signature in Form 'A' prescribed in Schedule II to the Petroleum Rules, 1937:

Provided that if, in anticipation of a ship's arrival, the agent of such ship delivers to the Deputy Port Conservator a written declaration as aforesaid, no such declaration need be made by the Master of such vessel.

The declaration given as aforesaid shall contain the following information in addition to the details furnished in Form 'A':—

- (a) The name/names of the petroleum product/products;
- (b) The flash point of such product/products;
- (c) Whether such product/products is/are mixable with water or not.

5. **Vessels carrying Petroleum in bulk.**—(1) No vessel with dangerous petroleum in bulk on board shall enter the enclosed harbour. Such vessel shall be berthed/discharged only at the Petrol Berth, situated outside the enclosed harbour.

This sub-rule shall not apply to ships carrying on board less than 150 gallons of dangerous petroleum as part of the ship's stores (but not as cargo), if such

dangerous petroleum is carried in appropriate receptacles other than the ship's cargo tanks and is stored in a safe manner.

(2) No vessel shall enter the enclosed harbour from the Petrol Berth after having discharged dangerous petroleum, until the tanks which contained dangerous petroleum have been gas-freed and a certificate has been obtained by the master from an officer appointed in this behalf by Government, to the effect that such officer has, after examination with the aid of vapour testing instrument, found the vessel to be entirely clear of dangerous petroleum and petroleum vapour.

Such certificate shall be exhibited at the gangway of the vessel.

(3) Vessels carrying only non-dangerous or heavy petroleum and vessels carrying less than 150 gallons of dangerous petroleum to which sub-rule (1) does not apply may proceed direct to one of the oil berths inside the harbour or to any other berth specially indicated by the Deputy Port Conservator and may discharge their cargo from such berths subject to such restrictions and conditions as the Deputy Port Conservator may impose from time to time.

But when barges containing explosives lie alongside East Quay or are discharging at East Quay, the outermost tanker berth inside the North Harbour wall shall not be used for petroleum tankers.

(4) If so required by the Deputy Port Conservator, a bulk oil vessel alongside an oil berth shall, at any time and from time to time, be removed to any anchorage appointed for bulk oil vessels; and when the petroleum has been discharged, the vessel shall as soon as possible, leave the oil berth and proceed to sea or to any other anchorage indicated by the Deputy Port Conservator provided that she may, with the permission of the Deputy Port Conservator, clean her tanks alongside subject to the restriction laid down in sub-rule (2).

(5) Bulk petroleum vessels lying within the Port limits shall always take all possible precautions to prevent discharge of oil, oily water or oily refuse on to the shore or into the sea.

(6) Cleaning the tanks which contained petroleum shall be carried out within the Port limits, only with permission in writing of the Deputy Port Conservator. During such cleaning, the Master of the vessel shall take particular care to ensure that sub-rule (5) is strictly observed.

(7) Bulk petroleum vessels shall not carry out any repairs within the Port limits without the permission in writing of the Deputy Port Conservator. Such permission may be given only on production by the Master of such vessel of a 'gas-free certificate' obtained in the manner as stipulated in sub-rule (2).

(8) Vessels carrying petroleum in bulk shall, whilst within the Port limits exhibit conspicuously—

(a) from sunrise to sunset a red flag not less than three feet square with a white circular centre six inches in diameter, if dangerous petroleum is carried and a red flag not less than three feet square, if non-dangerous petroleum is carried, and,

(b) from sunset to sunrise, a red light.

(9) Every bulk oil vessel having petroleum other than heavy petroleum on board as cargo whilst moored in the Port, shall keep the end of wire hawser having a large eye paid out to the water's edge at bow and quarter, to enable a tug to take hold in case of emergency.

(10) During the time that any bulk oil vessel is in the Port, a responsible officer and an Engineer shall always be on board, night and day, to carry out and give effect to these rules.

When discharging is proceeding or about to be started, it is absolutely essential that an officer who holds a certificate of competency not lower than First Mate and an Engineer, who holds a certificate of competency not lower than Second Engineer shall be on board. Each of these officers shall have at least twelve months service in sea going oil tank vessels to his credit. These officers shall see that all necessary precautions are taken for the safety of the vessel and her cargo. During all such time the machinery shall be maintained in working order so that the vessel can

be moved (i.e., as soon as steam can be raised, in the case of vessels discharging dangerous petroleum) if so required by the Deputy Port Conservator. Provided that where a vessel has power to work her anchor cables and mooring lines, she may not be required to maintain her main engines in working conditions during landing of petroleum.

(11) Any vessel having petroleum (dangerous or non-dangerous or both) in bulk on board for discharge partly at the Port and partly at a port or ports other than Madras, shall not in any circumstances move the dangerous petroleum intended for other ports from the tank or tanks containing it for any purpose whatsoever without the special permission of the Deputy Port Conservator.

(12) Two or more vessels having petroleum other than heavy petroleum on board shall not, except for the purpose of transshipment lie within 100 feet of one another, unless, in the opinion of the Deputy Port Conservator, it is impracticable to maintain such distance.

6 Landing of Petroleum in bulk.—(1) Before any petroleum in bulk is discharged from any vessel the owner of the cargo shall give due notice to the Deputy Port Conservator and the Traffic Manager. Discharge of petroleum shall commence only after obtaining permission to do so from both the afore said officers.

(2) Dangerous petroleum in bulk shall be loaded discharge only at the Petrol Berth.

(3) During loading or discharge of dangerous petroleum no cargo other than non-dangerous heavy petroleum whatsoever may be loaded or discharged.

(4) A bulk oil vessel, while discharging non-dangerous petroleum, may be permitted simultaneously to load and unload general cargo. A bulk oil vessel when carrying, but not while discharging or loading dangerous petroleum, may load or unload general cargo.

7 Vessels discharging Petroleum in bulk.—(1) All the mechanical and electrical fittings on vessels discharging petroleum in bulk shall be constructed and maintained in accordance with Lloyd's or other approved Society's rules for vessels intended to carry petroleum in bulk.

(2) All the safety devices incorporated into such vessels, in accordance with Lloyd's or other approved Society's specification shall remain in good working condition throughout the period that such vessel discharges dangerous or non-dangerous petroleum.

Discharge of petroleum shall commence only after all such safety devices are inspected by a competent ship's officer and found to be in good working condition.

If any of these safety devices become defective or otherwise ineffective at any time when discharge of petroleum is in progress the vessel shall immediately stop pumping. Pumping shall thereafter be resumed only after such defective safety device has been restored to working condition.

8 Conditions of landing of Petroleum in bulk.—(1) A bulk oil vessel shall discharge dangerous petroleum, under her own power, only after obtaining special permission from the Deputy Port Conservator. Such vessel shall be permitted to discharge petroleum under its own power only subject to the conditions stipulated in rule 7.

A certificate signed by the Master or owner of such vessel to the effect that all the safety devices referred to in rule 7 are in good working condition shall accompany the application for permission to discharge petroleum under the ship's own power.

(2) (a) A bulk oil vessel shall commence discharging of dangerous petroleum, only during the day time, but a vessel which has commenced the discharge before sunset may continue to discharge even after sunset provided that such discharging is continuous and without interruption. Should anything occur after sunset, which necessitates the repair or dis-connection to the plant pipes or connections, such discharge shall be discontinued until after sunrise.

(b) In the case of interruption to pumping after sunset due to any reasons, other than those stated in clause (a) above, the Deputy Port Conservator may, at his discretion grant special permission to re-commence pumping even during the night time. Discharge of dangerous petroleum interrupted or suspended after

sunset, shall on no account, be re-commenced until after sunrise, without the permission of the Deputy Port Conservator.

(3) Every time before any bulk oil vessel commences discharging of petroleum, the pipelines through which such petroleum is to be pumped (from ship to terminal) shall be tested for 10 to 15 minutes by pumping through water at 100 lbs. pressure per square inch.

(4) Under no conditions shall petroleum be pumped through the pipelines at pressure exceeding 100 lbs. per square inch.

This maximum pressure shall not be applied to the pipelines until one hour after commencement of discharge of petroleum.

(5) Throughout the period that petroleum is being discharged, the floating pipelines shall be under constant supervision by a responsible employee of the owner of such petroleum.

(6) A bulk oil vessel berthed at the petrol berth or at any of the oil berths inside the harbour for purpose of discharging petroleum shall discharge such cargo with due diligence, i.e., at the rate of not less than 1,200 tons in 24 hours, provided the pressure allowed permits of a rate of discharge of 50 tons per pumping hour.

Failure to discharge petroleum at the above rate may render the vessel liable to be removed from the berth at the discretion of the Deputy Port Conservator.

(7) Except in cases where discharge is interrupted to shift the vessel concerned from one berth to another in according with the orders of any competent authority, the discharge of petroleum in bulk shall be continuous day and night until completed, weather and appliances permitting.

(8) If for any cause discharge of petroleum is at any time suspended, arrangements shall be made by some efficient means to prevent any of the oil in the pipeline from escaping.

(9) In the event of its being necessary to interrupt pumping in order to raise steam on board, the oil pipes in the vicinity of the vessel shall be flushed with water and the valve at the junction of flexible and fixed pipe ashore shall be closed before the boiler fires are lighted.

(10) When a vessel has finished discharging or loading petroleum, the pipe to the storage tanks shall immediately be emptied of petroleum by the vessel's pump flushing water at least as far as the valve house on shore.

The same procedure shall also be observed every time pumping is suspended for any reason whatsoever.

9. Accident Fire prevention.—(1) A Harbour Police Guard of one Sergeant and two constables (or more if considered necessary) shall remain on duty on board during the whole time that discharge of petroleum is going on, to strictly enforce these rules and any other precautions considered necessary.

Arrangements for this Police Guard shall be made with the Inspector of Harbour Police direct by the Agent of the vessel. That this has been done shall always be notified to the Deputy Port Conservator on each application for permission to work cargo etc.

(2) Any unauthorised floating craft going alongside the oil vessel without the permission of the Police Sergeant shall be liable to be prosecuted, and if such floating craft even attempt to pass between the vessel's stern and the quay and so endanger the floating pipeline they shall have their licences cancelled by the Deputy Port Conservator.

(3) No person shall be allowed on board such oil vessels except those actually belonging to the ship's company or those on ship's business. No workmen shall normally be allowed on board such vessels; if any workmen have to go on board such vessels for any special reasons, the police constable on duty at the gangway shall thoroughly search such workmen for matches and other forbidden articles.

(4) No person engaged in landing or loading petroleum shall carry fuses, matches or any other appliances for producing ignition or explosion.

(5) No fires, smoking or non-safety lights shall under any conditions be permitted on board any floating craft lying alongside or within 100 feet of any oil vessel. Harbour tugs proceeding within 100 feet of such oil vessels shall ensure

that the galley fire and other naked flames/lights are either damped down or extinguished.

Boats shall never hang around the gangway of an oil vessel.

(6) During the whole time that an oil vessel is discharging petroleum, the oil pipelines within the harbour area shall be efficiently patrolled by Mazdoors posted for the purpose by the Chief Engineer, Madras Port Trust.

(7) The employees of the oil companies and their representative shall strictly observe or cause to be strictly observed all the instructions detailed under Appendix I.

(8) The Port Trust Departments concerned and the employees of such departments shall strictly observe or cause to be strictly observed all the instructions detailed under Appendix II 'Fire Protection of the Oil Pipelines and Booster Pumphouse-Instructions to Port Trust Staff'.

10. Cased Petroleum, i.e., Petroleum not in bulk.—(1) No vessel with cased dangerous petroleum on board, the total quantity of which exceeds 20 tons or 6,000 gallons shall be permitted to enter the enclosed harbour, whether such dangerous petroleum is for discharge at the port or not. The hold or holds containing cased dangerous petroleum intended for another port shall be kept securely closed and covered during the vessel's stay in the port, provided that if the cased dangerous petroleum is contained only in the lower hold, the lower hold only need be secured, closed and covered.

(2) Landing of cased petroleum, other than heavy petroleum shall be done at such place or places as the Deputy Port Conservator directs.

(3) The importer must produce to Trustees customs clearance documents before the cased petroleum is landed.

(4) Before any cased petroleum is landed or shipped, arrangements must be made with the Traffic Manager and his authority obtained for the landing or shipping of such petroleum.

(5) When cased petroleum, other than heavy petroleum, is landed, an officer not below the rank of an Assistant Shed Master, shall be deputed by the Traffic Manager, to be in attendance from the moment the landing is commenced until it shall have been completed, or until such petroleum has been loaded into railway wagons or their vehicles of transport. The importer of cased petroleum or persons acting on his behalf shall strictly carry out any instructions given by the said officer.

(6) A ship's officer who holds a certificate of competency not lower than Second Mate, shall be on duty at the hatch from which cased petroleum is being discharged or into which cased petroleum is being shipped until the discharge or shipping shall have been completed.

(7) During the discharge of cased petroleum at any hatch, no other cargo but petroleum shall be handled at the hatch.

General cargo and non-dangerous cased petroleum may be simultaneously handled, provided that they are contained in separate holds, but when cased dangerous petroleum is being discharged from a vessel, no other cargo shall be loaded into or discharged from such vessel.

(8) All cased petroleum, other than cased dangerous petroleum, brought into port premises for shipment shall forthwith be put on board the vessel on which the same is to be received.

(9) Cased dangerous petroleum intended for shipment must not be put into harbour craft until the vessel by which such petroleum is intended to be shipped is ready to receive such petroleum.

(10) The Master of every vessel, other than harbour craft or country craft carrying cased dangerous petroleum as cargo shall, whilst in the port, hoist a red flag at the fore, where it can be best seen. Such flags shall be kept flying from sunrise to sunset, as long as the cased petroleum is on board the vessel. Such vessels shall exhibit, between sunset and sunrise, a red light at the fore.

11. Landing of Non-dangerous cased Petroleum.—(1) Non-dangerous cased petroleum may be landed or shipped by vessels inside the harbour, but not more than one vessel shall be allowed to land or ship such petroleum at any time.

(2) It shall not be landed or shipped over any West or North Quay berth.

(3) It may, however, be discharged or shipped overside into or from lighters by a vessel lying at West or North Quay berths, provided that not more than 16,000 gallons of cased petroleum shall be in transit to or from a vessel at any time.

(4) It may be landed or shipped over the South Quay, or overside into harbour craft, provided not more than 16,000 gallons of cased petroleum shall be in transit to or from a vessel at any time.

(5) It may be landed or shipped by a vessel lying at the East Quay under the same conditions as those governing landing or shipment at the South Quay, except that there shall be no limit to the quantity in transit to or from the vessel at any time.

(6) It may be shipped or landed without limit of quantity into or from steamers at moorings in the harbour.

(7) When harbour crafts are used for the purpose of the landing or shipment of non-dangerous cased petroleum, in no case shall the quantity of such petroleum afloat in harbour craft at any time, exceed 16,000 imperial gallons, and not more than 12 harbour crafts shall be used for the purpose at the same time.

(8) The South Groyne shall be the place for the landing and shipment of non-dangerous cased petroleum by means of harbour craft from or into steamers or sailing vessels, provided that only six harbour craft shall be allowed to discharge or load simultaneously at the said place.

(9) Handling of non-dangerous cased petroleum during the hours of darkness shall be done under the surveillance of the Police and the Trustees' Traffic Department, but harbour craft containing such petroleum must not lie in the harbour at night except during the actual operations of loading or discharge.

12. Sailing vessels.—(1) Not more than 2,400 imperial gallons of cased petroleum may be shipped into, or landed from a sailing vessel or transhipped from another vessel into a sailing vessel.

(2) Loading of cased petroleum, other than heavy petroleum, into country craft shall be done under the supervision of the police, and shall only be allowed between sunrise and sunset and at such places as may be notified for the purpose by the Deputy Port Conservator.

(3) Any country craft loaded with cased dangerous petroleum shall not leave the loading berth, except during daylight and with the written permission of the Deputy Port Conservator. Such permission shall not be granted unless there is reasonable probability that such craft will be clear of the shipping in Port before sunset.

No such craft shall, after leaving the loading berth, anchor within half a mile of other shipping in the Port unless compelled by stress or weather or accident.

13. Landing of cased Dangerous Petroleum.—(1) Except as provided for in sub-rule (4), cased dangerous petroleum shall not be landed or shipped by any vessel inside the harbour. West of a line running parallel to the West Quay and 2,000 feet Eastward of the base line of the harbour. The normal shipping and landing places shall be the steps on the East side of the harbour, the East Quay and the South Groyne East of the first named line.

(2) Cased petroleum coming under the category of dangerous cased petroleum and other inflammable liquids given in the schedule may be shipped or discharged by means of harbour craft on the off side of vessels lying at the West Quay subject to observance of these rules. The transport of such cargo between harbour craft and shore shall be done East of the 2,000 feet line mentioned in sub-rule (1) (vide Schedule for a sample list of dangerous petroleum).

(3) No dangerous cased petroleum shall be in actual transit in the harbour between sunset and sunrise otherwise than in railway wagon, that is, such petroleum shall not be handled in any way at night nor lie afloat in harbour craft, etc. in the harbour at night.

(4) Not more than 2,000 gallons of cased dangerous petroleum shall be permitted to be in transit in the harbour premises at one and the same time, i.e., between ship's hatch and harbour gates. Any quantity of such petroleum exceeding 2,000 gallons shall be dealt with at the East Quay where it must be landed direct from the vessel on to the quay and loaded into railway wagons.

(5) Not more than one vessel at a time shall land or take in cased dangerous petroleum in the enclosed harbour.

(6) Cased dangerous petroleum shall not be landed at the Sand Screen steps while a vessel is lying at South Quay II and shall not be landed at the East Quay steps while a vessel is lying at the East Quay. Should both quays be occupied at the same time, such cased dangerous petroleum shall be landed at the steps just inside the Eastern head of the harbour entrance, provided that barges containing explosives are not then lying at or near the said steps.

(7) No harbour craft containing cased dangerous petroleum shall be in transit anywhere in the harbour while a vessel is entering or leaving the Port.

(8) While the handling of cased dangerous petroleum is in progress no cooking fires, smoking or lights of any description, other than those of the approved safety type, shall be allowed anywhere on board the vessel, on any barge used for landing/carrilage of such petroleum and on tugs used to tow such barges.

(9) Leaky receptacles containing dangerous petroleum shall not be discharged from a vessel into a harbour craft containing sound receptacles. Special arrangements must be made with the Trustees official in charge of the wharf for the landing of any leaky receptacles containing dangerous petroleum.

(10) The presence anywhere in the harbour area of any leaky receptacles containing dangerous petroleum shall, immediately on being detected or noticed, be notified (over telephone) to the Port Fire and Assistant Safety Officer, who shall immediately arrange to inspect such receptacles and suggest necessary precautionary measures. Landing/transport storage of such leaky drums shall thereafter be carried out only subject to such precautionary measures as might be suggested by the Port Fire and Assistant Safety Officer.

(11) Only covered wagons or vehicles shall be used to transport cased dangerous petroleum to or from the loading or unloading site. Wagons containing cased dangerous petroleum must be sealed before they are removed from the loading site.

(12) Three empty wagons shall be kept between the shunting engine and the wagons loaded with cased dangerous petroleum.

(13) Where harbour crafts are used, not more than 2,000 gallons of cased dangerous petroleum shall be loaded into any one harbour craft.

(14) Cased dangerous petroleum imported must not be put into harbour craft without the prior consent of the Trustees. In order, therefore to avoid possible delay to vessels carrying cased dangerous petroleum, the agents of such vessels should make early arrangements with the Trustees for the disposal of their cargo of cased dangerous petroleum.

14. Cased Dangerous Petroleum in excess of 20 tons or 6,000 gallons.—(1) When any consignment of dangerous petroleum (not in bulk) in excess of 20 tons or 6,000 gallons is imported into the Port, the following conditions shall be observed:—

- (a) Such consignment shall be unloaded into harbour craft at the Petrol Berth.
- (b) The harbour craft containing such consignment shall lie in the Royapuram Bay.
- (c) Not more than four loaded harbour crafts shall be allowed to lie at anchor outside the harbour entrance at any time.
- (d) If it is proposed to leave harbour craft loaded with such consignment afloat in Royapuram Bay during night, the Deputy Port Conservator shall be notified before 4 p.m. of the preceding day.
- (e) Each harbour craft loaded with such consignment shall be provided with a full crew whose duty it shall be to attend to the moorings of the harbour craft under their charge and to see that she does not

drag. No harbour craft shall be moored East of the oil intake at the Oil Berth.

- (f) Each harbour craft loaded with such consignment shall be provided with an efficient anchor and 30 fathoms of good chain and in addition with not less than 30 fathoms of good 4 inch manila or 6 inch coir rope; each harbour craft shall also carry at least two oars.
- (g) No harbour craft loaded with such consignment shall be anchored in Royapuram Bay at a distance less than 150 feet from any other harbour craft or any vessel.

15. Bunkering.—(1) Bunkering of vessels with heavy petroleum at the West and North Quays by means of the Trustees' service pipelines, shall be allowed subject to the conditions specified hereunder, namely:—

- (a) During all such time as any vessel is receiving heavy petroleum into her bunkers, the Master or First Mate of such vessel shall be present on board. It shall be his duty to see that the conditions specified in these rules are complied with and that all reasonable precautions for safety are observed.
- (b) A ship's officer shall be on watch and an attendant shall be stationed alongside the flexible connection pipe while bunkering is in progress.
- (c) Suppliers of heavy petroleum shall be responsible for seeing that all flexible pipes used for bunkering are tested to a pressure of 30 lbs. per square inch before operations commence, and that all joints are oil tight; that when flexible pipes are dismantled, any unavoidable spillage on the quay shall be properly cleansed up with sand. No bunkering shall be commenced until the supplier has delivered to the Trustees a certificate to the effect that all flexible pipes to be used in the operation have been tested as required by this rule. Officers in charge of vessels which receive heavy petroleum for bunkering shall be responsible for seeing that all valves in the vessel's tanks or connections are properly regulated to receive the petroleum and due warning shall always be given to suppliers by ship's officers before any valves are closed, to prevent the possibility of a sudden increase in pressure which may cause a burst in the flexible pipe or elsewhere and a consequent leakage of oil. Owners of vessels which receive heavy petroleum for bunkering and suppliers, shall be severally responsible for seeing that bunkering operations are conducted with cleanliness and in an orderly manner and any damage resulting from neglect of all proper precautions shall render them liable under clause (d).
- (d) Suppliers of heavy petroleum for bunkering shall be liable for any damage whatsoever caused to cargo or property belonging to or in charge of the Trustees by any leakage of such petroleum due to or arising from negligence or any defect in or failure of, apparatus or appliances belonging to the suppliers.

The Master and owners or the agents of the vessel receiving heavy petroleum shall also be liable for any such damage if caused by negligence or defect or failure of apparatus or appliances belonging to the vessel.

- (e) No cargo other than steel plates, iron rails and similar goods unaffected by oil, shall be allowed on the wharf within 50 feet of the oil stand pipes, and shed doors immediately behind them shall be kept closed while bunkering is in progress.
- (f) Before bunkering commences, the vessel's attendant shall see that the telephone connection to the Oil Company's depots is in working order.
- (g) An attendant shall be on duty at the pump throughout the time of bunkering.
- (h) At least two hours' notice in writing shall be given to the Deputy Port Conservator before bunkering is commenced.
- (i) No bunkering shall be commenced unless a sand cart containing 15 c.ft. of sand is on the spot at the supply pipe. This would be the responsibility of the Oil Company supplying the oil for bunkering.

16. Enforcement and Penalties.—(1) The Port Safety Officer, the Port Fire and Assistant Safety Officer or any other officer duly authorised in this behalf by the Port Safety Officer, shall be responsible and shall have due jurisdiction to enforce these rules.

(2) (a) Masters and/or agents of vessels lying within the Port limits and carrying petroleum as cargo, shall, when so required by the Port Safety Officer, the Port Fire and Assistant Safety Officer or any other officer duly authorised in this behalf by the Port Safety Officer, afford all reasonable facility to enable such officers to ascertain whether these rules are duly observed.

(b) The occupiers or custodians of premises within the Port limits and/or owners of petroleum handled or stored anywhere within the Port limits, shall, if so required by any of the officers mentioned in sub-rule (1), afford all reasonable facility to such officers, to ascertain whether these rules are duly observed.

(3) The Trust's Section Officers and staff shall always ensure that these rules are duly observed by all parties handling or storing hazardous substances within the Port limits.

Any violation of these rules shall, immediately on being noticed by the Section Officers and staff, be notified to the Port Safety Officer or the Port Fire and Assistant Safety Officer directly and by the quickest means.

APPENDIX I

[See rule 9(7)]

Fire Protection of the Oil Pipelines and Booster Pump-house—Precautions to be taken or procedure to be observed by the Oil Companies landing Petroleum in bulk.

(a) GENERAL:

1. *Advice to the Trust's Mechanical Engineer.*—Oil Companies intending to land petroleum in bulk shall advise the Trust's Mechanical Engineer of the intended landing of such petroleum at least 24 hours before such landing commences, so as to enable him to post necessary staff to man the Booster Pump-house and to patrol the oil pipelines.

Advice, as above, regarding landing of petroleum in bulk on Sundays and Board holidays should reach the Mechanical Engineer, before 1100 hours on the preceding working day.

2. *Manifold pit to the North of the Booster Pump-house.*—The Oil Company receiving petroleum in bulk, shall be responsible to keep manifold pit reasonably clean and free from spilt oil and litter, at all times during tanker discharge.

Before commencement of tanker discharge, during tanker discharge and immediately after completion of tanker discharge, the Oil Company concerned shall arrange to collect cotton waste and other waste matter which may be lying in the manifold pit and to deposit the same into the rubbish bin provided for the purpose.

The Oil Company concerned shall arrange to collect in barrels any oil that may escape into the manifold pit, even as such oil escapes from the pipelines or joints, and shall arrange to clear quickly from the site such barrels into which oil has been so collected.

(b) *Action to be taken in the event of a leak and/or fire.*—In the event of a leak in the flexible pipelines (i.e., pipelines connecting the tanker to the shore pipelines) and/or a fire on or around the North Groyne, the Oil Company's Supervisor/Assistant in charge of tanker discharge shall take action as follows:—

1. Arrange for the tanker to stop pumping and to shut down all tanker discharge valves.
2. Notify the Port Fire Service—Telephone No. 2961, Extension 28.
3. Notify the Booster Pump-house.

4. Notify the Terminal receiving petroleum, if necessary.

NOTE: (a) The Port Fire Service need not be notified if the oil involved in any leak is known, beyond all doubt, to be 'Heavy Petroleum', as defined in the Petroleum Rules.

(b) It is to be clearly understood that all 'leaks' involving 'Petroleum' other than 'Heavy Petroleum' shall be notified to the Port Fire Service.

Tanker discharge, suspended on account of a leak involving petroleum other than heavy petroleum, or a fire, shall recommence only after the leak is repaired or the fire is put out and the 'All Clear Signal' is obtained from the Deputy Port Conservator, or any other official authorised in this behalf by the Deputy Port Conservator.

* * * * *

APPENDIX II

[See rule 9(8)]

Fire Protection of the Oil Pipelines and the Booster Pumphouse—Instructions to Port Trust Staff

I. INSTRUCTIONS TO THE DRIVERS OF BOOSTER PUMPHOUSE:

(a) *General.*—The drivers of the booster pump shall, at normal times, be responsible for carrying out the following instructions:—

1. Speaking-tube communicating between the pump room and the engine room shall, at all times, be left closed with the metal cap provided.
2. The doors and windows of the pumphouse shall always be left closed.
3. Breakages to the door and window-panes and damage to ventilator shutters shall promptly be reported to the Workshop Foreman for urgent repairs.
4. The refuse-bin provided in the pit shall always be kept reasonably clean of oil waste and other waste matter.

(b) *In case of a leak and/or fire in pipelines or in or about the pumphouse.*—In the event of a leak coming to his notice or being reported to him, the pump driver shall expeditiously carry out the following instructions in the order of precedence as given below:—

1. Stop or arrange to stop pumping.
2. Actuate the warning device to warn the supervisor on North Groyne and to Engineer at tanker pump.
3. Notify West Fire Station over one party telephone.
4. Hoist warning signal (Red burgee during day and red light during night) on the flag staff on top of the pumphouse.

In case of fire occurring in or about the pumphouse the driver may, in addition to and after carrying out the above instructions, endeavour to keep in check or put out the fire using all available equipment. (The pump driver may not however engage himself in fire fighting if the fire occurs some distance away from the pumphouse; in such cases he may depute all available men to fight the fire and shall himself remain in the pumphouse premises.)

II. INSTRUCTIONS TO THE SECTION OFFICERS AND STAFF OF THE TRAFFIC DEPARTMENT:

On a leak in oil pipelines and/or a fire in or near oil pipelines being noticed or reported, the Section Officer or staff concerned shall arrange to take or take action as detailed below. The sequence of action should be in the order as detailed below:—

1. Warn the pumphouse driver by the quickest means.

2. Inform West Fire Station of the occurrence. (In case of leak information may be given over telephone; in case of fire, actuate the nearest fire alarm box and follow up with a telephonic message.)
3. Report the occurrence to 'M' Division Police Station.
4. Cordon off the area as best as possible pending arrival of police party and see that no naked lights are brought or caused to be within 300 feet of the point of occurrence. (For the purpose of this order, locos, internal combustion engines, hurricane and pressurised lanterns, railway signal lamps, all type of cycle lamps, ordinary electric hand torches etc., are to be considered as 'naked lights'.)
5. Pending arrival of Fire Service, take such other measures as may be considered expedient to prevent outbreak of fire or to keep in check or extinguish the fire if one has already started.

III. INSTRUCTIONS TO THE STAFF OF RAILWAY SECTION OF THE TRAFFIC DEPARTMENT:

On a leak and/or fire in oil pipeline being reported or on the warning signal (Red burgee during day and red light during night) being hoisted atop the pumphouse, the Yard Superintendent or in his absence the seniormost of his assistants present shall arrange to suspend immediately wagon shunting operations to the extent necessary to ensure that no locos pass within 300 feet of the point of occurrence or beyond such limits as may be specified by the Deputy Port Conservator, the Harbour Master or the Port Fire and Assistant Safety Officer or the seniormost rank of the Port Fire Service present at the scene. All paraffin and other non-safety types of signal lamps also should be warned off or should cease to be in the area forbidden for the passage of locos.

Locos and signal lamps may thereafter resume operations in the forbidden area only after getting the 'All Clear Signal' from the Deputy Port Conservator, the Harbour Master, the Port Fire and Assistant Safety Officer or the seniormost rank of the Port Fire Service present.

IV. INSTRUCTIONS TO THE MAZDOORS, POSTED TO PATROL THE OIL PIPELINES:

In the case of a leak and/or fire in the oil pipelines, the Mazdoors patrolling the pipelines shall take action as follows:—

1. The Mazdoor who notices the leak/fire, shall rush either to the Pumphouse near No. 1 Gate or to the Oil Companies' bunk on the North Groyne (whichever of the two places is nearer or more readily reached from the location of the leak/fire), and shall notify the occurrence to the Pumphouse driver or the Oil Company's staff present at the North Groyne. On his way to the pumphouse or North Groyne, he shall alert the other Mazdoors, by shouting out the information to them.
2. A second Mazdoor, i.e., the one nearest to the location of the leak/fire shall rush to contact any responsible member of the Port Trust Section or Railway staff who may be available nearest to location of the leak/fire, and shall notify him of the occurrence.
3. The remaining two Mazdoors shall rush to the location of the leak/fire and shall take such action as they can, to prevent a fire or to keep the fire under control. In the case of a leak, such Mazdoors shall endeavour to cordon off the area, as best as they can and shall warn off locos and other sources of naked light, from the vicinity of the leak.

In the event of a fire, they shall endeavour to keep the fire under check, by using earth and sand or the foamengine stationed near the Pumphouse.

NOTE.—The supervisory staff of the Engineering Department, who are responsible to post Mazdoors to patrol the oil pipelines shall always ensure that such Mazdoors are thoroughly conversant with what exactly they should do, in the event of a leak/fire.

V INSTRUCTIONS TO THE PORT FIRE SERVICE:

On receiving report of a leak/fire in the pipelines or the Pumphouse, the West Fire Station shall take action as follows

- 1 Turn out one unit, under the charge of the seniormost rank of the Fire Service then present at the station
2. Notify the Fire Officer and Assistant Safety Officer, and also notify the Harbour Master of the leak/fire.
- 3 Instruct the Hydraulic Powerhouse Driver to start the Fire Service pump and to maintain a working pressure of about 100 lbs psi, at the pump gauge

The seniormost rank of the Fire Service turning out for the leak/fire, shall take or cause to be taken such action as may be necessary to prevent a fire in the case of a leak or to extinguish the fire, if a fire has already started

In the case of a leak he shall ensure that the precautionary measures, stipulated in the instructions above, are duly observed

In the case of a fire he shall treat it as a 'Medium Fire', as defined in the Port of Madras Fire Orders (Part XI), and take action as appropriate for a 'Medium Fire'.

If the Police strength available at the scene of occurrence is found inadequate for cordoning off the area or for any other legitimate purpose, he may arrange to dial Telephone No 93 and requisition assistance of the Mobile Police Party.

NB—In cases where oil leaking out of a pipeline is known, beyond all doubt, to be 'Heavy Petroleum' (e.g., Diesel Oil or Furnace Oil), fire prevention measures stipulated in these instructions may not be enforced

However, all leaks in oil pipelines, whatever be the nature of the petroleum involved, shall be notified to the Port Fire Service, for inspection and action as necessary.

SCHEDULE

[See rule 3(f)]

Inflammable liquids—their characteristic properties and precautions necessary in the handling of such liquids

NOTE Inflammable liquids are liquids or mixtures of liquids which give off an inflammable vapour at or below 76°F, open test, e.g., Gasoline, Coal-tar Naptha, driers for paints or varnish in liquid form, ethyl alcohol, acetone, etc.

Such liquids generally come under the classification of 'Petroleum', the handling and transport of such liquids come within the purview of the Petroleum Rules, 1937, and the Madras Port Petroleum Rules

Inflammable liquids (not exhaustive)	Hazards generally associated with inflammable liquids	Precautions necessary
Amyl alcohol Bisulphide of carbon Collodion Ether ^P Ether Butyric (Ethyl Butyrate) Ether Formic (Ethyl Formate) Ether (Sulphuric) Ethyl Acetate (Acetic Ether) Fuel Oil Petroleum Ether Pyroxyline (for photographic and similar purposes) Vinyl ether (Di-Vinyl Ether)	1 Highly inflammable, even a spark may be sufficient to cause ignition. 2 Vapour forms explosive mix- ture with air, ignition of such mixture by a spark or flame may cause a shattering explosion	1 Naked or *non-safety lights should not be allowed within a radius of at least 100 ft of any place where such liquids are handled/stored 2 The electrical fittings (swit- ches for light and fans, lamp holders, etc.) within the pre- mise used for storage of such liquids should be of the gas- proof safety pattern and the wiring should be run in pro- perly earthed metal conduits.

Inflammable liquids (not exhaustive)	Hazards generally associated with inflammable liquids	Precautions necessary
<p>Ethyl Chloride Absolute Alcohol Acetone Butyl Alcohol C.P., Methanol French Polish Hydraulic Brake Fluid Industrial Alcohol denatured, as under :— Denatured Mhews Spirit Denatured Spirit Ordinary Denatured Spirit Special Methylated Spirit Isopropyl Alcohol, Methyl Acetone Methyl Alcohol Naphtha Mineral Power Alcohol Power Alcohol Mixture Solvent Naphtha Spirit Varnish</p> <p>Rectified Spirit (50°F. over-proof and above) As under:— Arrack Liquor Mhewa Spirit Toddy</p> <p>Toluol Wood Naphtha or wood spirit Xylol Insecticides (Fluid) Inflammable Nicol household cement Nicolustre Paint thinners Enamels, nitro—cellulose Lacquers nitro—cellulose Paints, nitro—cellulose Polishes, nitro—cellulose Stains, nitro—cellulose Varnishes, nitro—cellulose Cellulose Acetate Dope Nitro, cellulose Dope Paint & Varnish Remover Plastic Wood Rawplug Durofix Rubber solution composed of rubber and naphtha</p>	<p>3. The vapour, which is generally heavier than air, may travel considerable distances (as and when blown by a draught of air) and may then ignite by contact with flame or spark.</p> <p>4. Vapours of most such liquids are injurious if inhaled for any length of time.</p>	<p>3. Every source of sparking should be avoided within a radius of 100 ft. of any place where vapour of such liquids may be present.</p> <p>4. The drums/containers of such liquids should not be dropped, bumped, rolled or roughly handled.</p> <p>5. Every possible precaution should be taken to prevent leaks in containers/drums of such liquids.</p> <p>6. Leaks in such drums/containers should be notified to the Fire Service, immediately on being noticed.</p>

NOTE: *Non-safety light—Hazardous situations, etc. lamps, ordinary electric hand torches, etc.

[No. 13-PG (26)/60.]

CORRIGENDUM

PORTS

New Delhi, the 10th June 1963

G.S.R. 1106.—In the notification of the Government of India in the Ministry of Transport and Communications, Department of Transport (Transport Wing)

No. G.S.R. 545, dated the 22nd March, 1963, published at pages 560-565 in the Gazette of India, Part II, Section 3(i) dated the 30th March, 1963, the following corrections shall be made:—

1. For the side heading 'Apparatus use' against para 2 below the heading "1-Letter Test" in Appendix 'G' at page 562, read 'Apparatus used.'
2. In the first sentence of para 5 below the heading "1-Letter Test" in Appendix 'B' at page 563, after the words 'unless the candidate' and before the words 'fails to reach' the words and fullstop "holds a certificate of competency. If the candidate" shall be inserted.

[No. F. 13-PG(35)/62.]

M. V. NILAKANTA, AYYAR, Under Secy.

(Department of Transport)

(Roads Wing)

New Delhi, the 5th June 1963

G.S.R. 1107.—In exercise of the powers conferred by the proviso to Article 309 of the Constitution, the President hereby makes the following further amendment in the rules regulating the recruitment to the Central Engineering Service (Roads) of the Ministry of Transport and Communications, Department of Transport (Roads Wing), Class I, published with this Ministry's Notification No. G.S.R. 1558, dated the 20th December 1960:—

Amendment

The first proviso under the existing para 5 shall be substituted by the following:—

"Provided that, subject to the issue of a certificate of eligibility in his favour, a subject of Nepal, or a subject of Bhutan, or a Tibetan refugee who came over to India before the 1st January 1962, with the intention of permanently settling in India may also be appointed to any service or post".

[No. A-1(39)/60]

H. P. SINHA,

Consulting Engineer (Road Development) & Joint Secretary.

MINISTRY OF HEALTH

CORRIGENDUM

New Delhi, the 31st May 1963

G.S.R. 1108.—In the Schedule to Technical posts in the Town and Country Planning Organisation, New Delhi (Class III) Recruitment Rules, 1963, published with the notification of the Government of India in the Ministry of Health, No. G.S.R. 731, dated the 16th April, 1963, in the Gazette of India, Part II Section 3(1), dated the 27th April 1963,—

(a) in column 7,

in the entries against item (i) under Group "A" against the post of "Investigator", for "degree in Honours", read "Honours degree in Mathematics," and

(b) in column 10, in the entries against the post of "Planning Assistant", for "recommendation" read "recruitment".

[No. F. 14-4/63-L.S.G.]

A. N. VARMA, Under Secy.

MINISTRY OF WORKS, HOUSING AND REHABILITATION

(Deptt. of W. & H.)

New Delhi, the 25th May 1963

G.S.R. 1109.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules to amend the Directorate of Estates (Regional Offices—Class III Posts) Recruitment Rules, 1962, published with the notification of the Government of India in the Ministry of Works, Housing and Supply, G.S.R. 659, dated the 23rd April, 1962, in Part II, Section 3, Sub-section (i) of the Gazette of India dated the 12th May, 1962/Vaisakha 22, 1884, namely:—

1. These rules may be called the Directorate of Estates—Regional Offices Class III Posts (Recruitment) Amendment Rules, 1963.

2. In the Schedule appended to the Directorate of Estates (Regional Offices—Class III Posts) Recruitment Rules, 1962, for the existing entries in column 9, against the post “3 Upper Division Clerks including Cashier (Senior grade)”, the following shall be substituted, namely:—

“100 per cent by promotion”.

[No. 2(15)/EE-61.]

S. L. VASUDEVA, Under Secy.

(Department of W. & H.)

(Central Boilers Board)

New Delhi, the 31st May 1963

G.S.R. 1110.—In exercise of the powers conferred by section 28 of the Indian Boilers Act, 1923 (5 of 1923), the Central Boilers Board hereby makes the following Regulations further to amend the Indian Boiler Regulations, 1950, the same having been previously published as required by sub-section (1) of section 31 of the said Act, namely:—

1. These regulations may be called the Indian Boiler (Eighth Amendment) Regulations, 1963.

2. In the Indian Boiler Regulations, 1950, in Regulation 525, in sub-clause (vi) of clause (b), for the words and figures “In no case, however, shall the thickness of a connector bend be less than 13 thirty-seconds of an inch”, the following shall be substituted, namely:—

“In no case, however, shall the thickness of a connector bend be less than 10.3 mm (13 thirty-seconds of an inch) for 18.75 kg/cm² (12.0 tons/sq. in.) and 22.00 kg/cm² (14.0 tons/sq. in.) grade irons and 9.0 mm (11 thirty seconds of an inch) for 26.00 kg/cm² (16.5 tons/sq. in.) grade iron.”

[No. S&PII/BL-9(5)/60.]

G.S.R. 1111.—In exercise of the powers conferred by section 28 of the Indian Boilers Act, 1923 (5 of 1923), the Central Boilers Board hereby makes the following Regulations further to amend the Indian Boiler Regulations, 1950, the same having been previously published as required by sub-section (1) of section 31 of the said Act, namely:—

1. These Regulations may be called the Indian Boiler (Tenth Amendment) Regulations, 1963.

2. In the Indian Boiler Regulations, 1950,—

(i) for Regulation 367, the following shall be substituted, namely:—

“367. Steel Screwed and Socketed Joints and Mountings of Steel.—Steel couplings or sockets may be used on pipes within the limits below:

Nominal bore	Maximum permissible pressure		Maximum permissible temperature	
	lbs/sq. in.	Kg/cm ²	°C	°F
Upto and including 25 mm (1 in.)	175	12.25	260	500
Over 25 mm (1") upto and including 38 mm (1½")	150	10.5	260	500
Over 38 mm (1½") upto and including 76 mm (3")	125	8.75	260	500
Over 76 mm (3") upto and including 102 mm (4")	100	7	260	500
	120	8.5	177	350
Over 102 mm (4") upto and including 127 mm (5")	100	7	171	340

Where tapered threads are employed and the diameter of the pipe does not exceed 38 mm (1½"), the use of such sockets and mountings may be permitted upto the limits of 31.6 kg/cm² (450 lbs/sq. in.)”

(ii) for Regulation 368, the following shall be substituted, namely:—

“368. *Bronze Screwed and socketed joints and mountings and fittings of bronze*:—Mountings and fittings of bronze upto 76 mm (3") diameter may be attached directly to steel pipes by screwing when the pressures and temperatures do not exceed 8.5 kg/cm² (120/lbs/sq. in.) and 225° (435°F) respectively; where tapered threads are employed, such joints may be used for pressures not exceeding 17.6 kg/cm² (250 lbs/sq. in.). Bronze fittings above 76 mm (3") diameter shall be of flanged construction”.

[No. BL-9/2/62-S&PII.]

G.S.R. 1112.—In exercise of the powers conferred by section 28 of the Indian Boilers Act, 1923 (5 of 1923), the Central Boilers Board hereby makes the following Regulations further to amend the Indian Boiler Regulations, 1950, the same having been previously published as required by sub-section (1) of section 31 of the said Act, namely:—

1. These Regulations may be called the Indian Boiler (Fourth Amendment) Regulations, 1963.

2. In the Indian Boiler Regulations, 1950,—in Regulation 107, for clauses (a), (b), (c) and (d), the following shall be substituted, namely:—

“The requirements of welded shells shall be covered by the provisions made in the Regulations in Chapter V or Chapter XII, as the case may be.”

[No. S&PII/BL-9(10)/61.]

G.S.R. 1113.—In exercise of the powers conferred by section 28 of the Indian Boilers Act, 1923 (5 of 1923), the Central Boilers Board hereby makes the following Regulations further to amend the Indian Boiler Regulations, 1950, the same having been previously published as required by sub-section (1) of section 31 of the said Act, namely:—

1. These Regulations may be called the Indian Boiler (Sixth Amendment) Regulations, 1963.

2. In the Indian Boiler Regulations, 1950, for clause (e) of Regulation 152, the following shall be substituted, namely:—

“(e) Where tubes are strength welded direct to the tube plates, the technique followed shall be approved by the Inspecting authority and all welds shall be suitably heat treated. In the case of plates below 22 mm thickness, the requirement of stress relieving by heat treatment after welding of the tubes may be waived provided the weld satisfies the requirements of the maximum hardness and also the requirements concerning the impact values of the weld metal. The welding procedure adopted and the weld sequence selected shall also be subject to the approval of the Inspecting Authority. This provision is applicable to only shop welding of tubes at the Manufacturers' Works.”

[No. BL-9(10)/62-S&PIL.]

G.S.R. 1114.—In exercise of the powers conferred by section 28 of the Indian Boilers Act, 1923 (5 of 1923), the Central Boilers Board hereby makes the following Regulations further to amend the Indian Boiler Regulations, 1950, the same having been previously published as required by sub-section (1) of section 31 of the said Act, namely:—

1. These Regulations may be called the Indian Boiler (Ninth Amendment) Regulations, 1963.

2. In the Indian Boiler Regulations, 1950, in Form No. XIII, for the brackets and words “(COMPETENT AUTHORITY)”, the following brackets and words shall be substituted, namely:—

“(Representative of Competent Authority)”.

[No. BL-9(55)/62-S&PIL.]

G.S.R. 1115.—In exercise of the powers conferred by section 28 of the Indian Boilers Act, 1923 (5 of 1923), the Central Boilers Board hereby makes the following further amendments in the Indian Boiler Regulations, 1950, the same having been previously published as required by sub-section (1) of section 31 of the said Act, namely:—

1. These Regulations may be called the Indian Boiler (Fifth Amendment) Regulations, 1963.

2. In the Indian Boiler Regulations, 1950, in the list of “Well-known Steel-Makers” in Appendix ‘G’, the following shall be added at the end, namely:—

“FABBRICA ITALIANA TUBI Via Lanzone, 4-MILANO, ITALY”.

[No. S&PIL/BL-8(4)/61.]

G.S.R. 1116.—In exercise of the powers conferred by Section 28 of the Indian Boilers Act, 1923 (5 of 1923), the Central Boilers Board hereby makes the following Regulations further to amend the Indian Boiler Regulations, 1950, the same having been previously published as required by sub-section (1) of section 31 of the said Act, namely:—

1. These Regulations may be called the Indian Boiler (Seventh Amendment) Regulations, 1963.

2. In the Indian Boiler Regulations, 1950, in Regulation 623, the words, figures and abbreviations “where the gauge pressure exceeds 1/kg/cm.²” shall be added at the end.

[No. BL-5(7)/62-S&PIL.]

New Delhi, the 15th June 1963

G.S.R. 1117.—In exercise of the powers conferred by section 28 of the Indian Boilers Act, 1923 (5 of 1923), the Central Boilers Board hereby makes the following Regulations further to amend the Indian Boiler Regulations, 1950, the same having been previously published as required by sub-section (1) of section 31 of the said Act, namely:—

1. These Regulations may be called the Indian Boiler (Eleventh Amendment) Regulations, 1963.

2. In the Indian Boiler Regulations, 1950, in Regulation 611, in clause (a),—

(1) for the words "No heat treatment shall be carried out after completion of the welding", the words "The test specimen shall be similarly treated as required for the actual production weld" shall be substituted;

(2) after the words and figures "as per Regulations 261 and 262", the following shall be added at the end, namely:—

"In the case of alloy steel specimen, the angle of the bend is to be decided by the competent authority, provided that the angle shall, in no case, be less than 120 degrees".

[No. S&PII/BL-9(28)/62.]

K. B. SAXENA, Secy.,

Central Boilers Board.

MINISTRY OF MINES AND FUEL

New Delhi, the 7th June 1963

G.S.R. 1118.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules to amend the Geological Survey of India (Recruitment to class IV posts) Rules, 1959, namely:—

1. These rules may be called the Geological Survey of India (Recruitment to class IV posts) (Amendment) Rules, 1963.

2. In the Geological Survey of India (Recruitment to class IV posts) Rules, 1959, in the schedule in column 9, against each of the posts of Section Cutter, Selection Grade Daftry, Daftry, Jamedar, Technical bearer, Khalasi, Press Mazdoor, Cleaner, Sweeper and Mali, the words "one year" shall be inserted.

[No. 30/8/63-MVI.]

A. M. KULSHRESTHA, Under Secy.

New Delhi, the 7th June 1963

G.S.R. 1119.—In exercise of the powers conferred by the proviso to article 309 of the Constitution and in supersession of the notification of the Government of India in the Ministry of Steel, Mines and Fuel (Department of Mines and Fuel) No. G.S.R. 623 dated the 12th July, 1958 the President hereby makes the following rules regulating the methods of recruitment to Class III and Class IV posts in the Head Quarters and Regional Offices of the Coal Controller, namely:

1. **Short title.**—These rules may be called the Coal Controller's Organisation (Class III and Class IV posts) Recruitment Rules, 1963.

2. **Application.**—These rules shall apply to the posts specified in column 1 of the Schedule annexed hereto.

3. **Classification, scale of pay and nature of the post.**—The classification of the posts, the scale of pay attached thereto and the nature of the posts shall be as specified in columns 2 to 4 of the said Schedule.

4. **Age limits, Qualifications etc.**—The method of recruitment to the posts, age limit and qualifications and other matters relating thereto shall be as specified in columns 5 to 11 of the Schedule aforesaid:

Provided that the upper age limit specified in column 5 of the said schedule may be relaxed in the case of candidates belonging to the scheduled castes or scheduled tribes and other special categories of persons in accordance with general orders issued by the Government of India from time to time;

Provided further that in respect of posts required to be filled by promotion, if no suitable candidates are available for being promoted, the posts may be filled by transfer from other Departments or by direct recruitment.

5. **Power to relax.**—Where the Central Government is of the opinion that it is necessary or expedient to do so, it may, by order, for reasons to be recorded in writing, relax any of the provisions of these rules with respect to any class or category of persons.

6. **Disqualification.**—(a) No person who has more than one wife living or who having a spouse living, marries in any case in which such marriage is void by reason of its taking place during the life-time of such spouse, shall be eligible for appointment to service; and

(b) no woman whose marriage is void by reason of the husband having a wife living at the time of such marriage or who has married a person who has a wife living at the time of such marriage, shall be eligible for appointment to service:

Provided that the Central Government may if satisfied that there are special grounds for so ordering, exempt any person from the operation of the rule.

SCHR

Name of post	Classification	Scale of pay	Whether Selection post or non-selection post	Age limit for direct recruits	Educational and other qualifications required for direct recruits.
--------------	----------------	--------------	--	-------------------------------	--

1	2	3	4	5	6
---	---	---	---	---	---

HEADQUARTERS OFFICE OF

Head Clerk	Non-gazetted Class III (Ministerial).	Rs. 210—10— 290—15— 320—EB—15— 380.	Selection post.	..	..
Upper Division Clerk.	Non-gazetted Class III (Ministerial)	Rs. 130—5— 160—8—200— EB—8—256— EB—8—280— 10—300.	Non-Selection post.	..	..
Lower Division Clerk. (Selection grade)	Non-gazetted Class III (Ministerial)	Rs. 150—5— 175—6—205— EB—7—240.	Non-Selection post	..	..
Lower Division Clerk (Ordinary grade).	Non-gazetted Class III (Ministerial)	Rs. 110—3— 131—4—155— EB—4—175— 5—180.	..	18—21 years.	Matriculation or equivalent qualifications. Speed in typewriting 30 w.p.m. Physically handicapped persons are exempted in accordance with the M/o. Home Affairs O/M. No. 15/8/61-Est.(D), dt. 23-12-61.
Private Secretary to Coal Controller.	Non-gazetted Class III (Ministerial)	Rs. 210—10— 290—15—320— EB—15—425.	Selection Post.	..	..
Stenographer	Non-gazetted Class III (Ministerial).	Rs. 130—5— 160—8—200— EB—8—256— EB—8—280— 10—300.	..	18—25 years.	Matriculation or equivalent qualifications. Minimum speed in shorthand 100 words per minute and typewriting 40 words per minute.

DULE

Whether age and educational qualifications prescribed for the direct recruits will apply in the case of promotees.	Period of probation, if any	Methods of rectt. whether by direct rectt. or by promotion or transfer & percentage of the vacancies to be filled by various methods.	In case of rectt. by promotion/ transfer, grades from which promotion to be made.	Remarks
7	8	9	10	11

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No	2 years	By promotion.	U.D.Cs. and Stenographers with three years service in the grade.	Vacancies in the grade of Head Clerk shall be reserved for U.D.Cs. and Stenographers in the ratio of 4:1 i.e. Stenographers will be considered for promotion for every 5th vacancy. If no one is found suitable this vacancy will also be filled from amongst the Upper Division Clerks.
No	2 years	By promotion—67% by seniority subject to the rejection of the unfit, 33% by limited competitive examination limited to L.D.Cs.	Lower Division Clerks with three years service in the grade.	..
No	2 years	By promotion.	Lower Division Clerks with three years service in the grade.	..
..	2 years	By direct recruitment.	..	..
No	2 years	By promotion.	Stenographers with three years service in the grade.	..
..	2 years	By direct recruitment.	..	..

1	2	3	4	5	6
Draughtsman.	Non-gazetted Class III (Non-Ministerial) Technical.	Rs. 150—5— 175—6—205— EB—7—240.	..	21—25 years.	Diploma or certificate in Draughtmanship.
Telephone Operator.	Non-gazetted Class III ¹ (Non-Ministerial)	Rs. 110—3— 131—4—155— EB—4—175— 5—180.	..	18—21 years.	Matriculation with experience in P.B.X.
Staff Car Driver	Non-gazetted Class III (Non-Ministerial)	Rs. 110—3— 131—4—139.	.	18—25 years	Pass in Middle School Standard desirable but not essential. Should possess recent motor driving licence.
Comptometer, Operator	Non-gazetted Class III (Non-Ministerial) Technical.	Rs. 110—3— 131—4—155— EB—4—175— 5—180 plus special pay of Rs. 15/- p.m.	..	18—25 years	Matriculation with ex- perience in operating the Comptometer machine.
Senior Gestetner Operator.	Non-gazetted Class III (Ministerial).	Rs. 110—3— 131.	Non- Selection post.	..	
Junior Gestetner Operator.	Non-gazetted Class IV.	Rs. 80—1—85— 2—95—3— 110.	Non- Selection post.		
Daftry/Jamadar	Non-gazetted Class IV	Rs. 75—1—85— EB—2—95.	Non-Selection Post.	..	..
Peon ¹	Non-gazetted Class IV.	Rs. 70—1—80— EB—1—85. —	..	18—25 years.	Middle School Standard Certificate.
Flash/Night guard/Sweeper/ Watchman.	Non-gazetted Class IV.	Rs. 70—1—80— EB—1—85.	..	18—25 years.	Nil
REGIONAL OFFICES OF					
Superintendent	Non-gazetted Class III (Ministerial). ¹	Rs. 350—20— 450—25—475.	Selection post.	..	..
Chief Clerk	Non-gazetted Class III (Ministerial)	Rs. 210—10— 290—15—320— EB—15—380.	Selection Post.	..	..
Head Clerk	Non-gazetted Class III ¹ (Ministerial)	Rs. 210—10— 290—15—320— EB—15—380 and Rs. 168—8— 256—EB—8— 280—10—380.	Selection post.	..	..

7	8	9	10	11
	2 years.	By direct recruitment.	..	..
..	2 years.	By direct recruitment.	..	..
..	2 years.	By direct recruitment.	..	..
..	2 years.	By direct recruitment.	..	..
No	2 years.	By promotion.	Junior Gestetner operator with three years service in the grade.	..
No	6 months.	By promotion.	Daftries with three years service in the grade subject to proficiency in handling the Gestetner machine.	..
No	6 months.	By promotion.	Peons with three years service in the grade.	..
..	6 months.	By direct recruitment.
..	6 months.	By direct recruitment.
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..	2 years.	By promotion.	Head Clerks and Chief Clerks with three years service in the grade.	..
..	2 years.	By promotion.	U.D. Clerks of all the outlying offices with three years service in the grade.	..
..	2 years.	By promotion.	U.D. Clerks of all the outlying offices with three years service in the grade.	..

1	2	3	4	5	6
Upper Division Clerk.	Non-gazetted Class III (Ministerial)	Rs. 130—5— 160—8—200— 8—EB—256— EB—8—280— 10—300.	Non-Selection	..	..
Lower Division Clerk (Selection Grade).	Non-gazetted Class III Ministerial.	Rs. 150—5— 175—6—205 —EB—7—240.	Non-selection post.	..	..
Lower Division Clerk (Ordinary Grade.)	Non-gazetted Class III (Ministerial)	Rs. 110—3— 131—4—155 —EB—4—175 —5—180.	..	18-21 years.	1. Matriculation or equivalent qualification. 2. Speed in typewriting 30 words p.m. physically handicapped persons exempted in accordance with the M/o Home Affairs O.M. No. 15/8/61-Estt. (B), dt. 23-12-1961.
Loading Inspector.	Non-gazetted Class III (Non-Ministerial) Technical.	Rs. 205—7— 240.	..	24-28 years.	Matriculation and Sardarship Certificate.
Jamadar/Daftry.	Non-gazetted Class IV.	Rs. 75—1—85 —EB—2—95.	Non-selection post.	24-28 years.	..
Peon	Non-gazetted Class IV.	Rs. 70—1—80 —EB—1—85.	..	18-25 years.	Middle School Standard Certificate.
Chowkidar/ Sweeper/ Waterman/ Sampling Khalasi/ Sampling Coolie/ Sampling Mazdoor/ Night Guard.	Non-gazetted Class IV.	Rs. 70—1—80 —EB—1—85.	..	18-25 years.	Nil

7	8	9	10	11
..	2 years.	By promotion 67% by seniority subject to the rejection of unfit 33% by limited competitive examination except in the office of D.A.C.C., Assam.	Lower Division Clerks with three years service in the grade.	For the promotion to the posts of UDC in an office LDC Clerks of only that office will be considered.
..	2 1/2 years.	By promotion.	Lower Division Clerks with three years service in the grade.	
..	2 years.	By direct recruitment.		
..	2 years	By direct recruitment.	..	
..	6 months.	By promotion.	Pcon with three years service in the grade.	
..	6 months.	By direct recruitment.	..	
..	6 months.	By direct recruitment.	..	

[No. C4-40(15)/60]

G.S.R. 1020.—In exercise of the powers conferred by the proviso to article 309 of the Constitution and in supersession of the notification of the Government of India in the Ministry of Steel, Mines and Fuel (Department of Mines and Fuel) No. G.S.R. 623 dated the 12th July, 1958 the President hereby makes the following rules regulating the methods of recruitment to Class II posts in the Head Quarters, Office of the Coal Controller, namely:

1. **Short title.**—These rules may be called the Coal Controller's Organisation (Class II Posts), Recruitment Rules, 1963.

2. **Application.**—These rules shall apply to the posts specified in column 1 of the Schedule annexed hereto.

3. **Classification, scale of pay and nature of the post.**—The classification of the posts, the scale of pay attached thereto and the nature of the posts shall be as specified in columns 3 to 5 of the said Schedule.

4. **Age limits, Qualifications etc.**—The method of recruitment to the posts, age limit and qualifications and other matters relating thereto shall be as specified in columns 6 to 13 of the schedule aforesaid:

Provided that the upper age limit specified in column 6 of the said schedule may be relaxed in the case of candidates belonging to the scheduled castes or scheduled tribes and other special categories of persons in accordance with general orders issued by the Government of India from time to time;

Provided further that in respect of posts required to be filled by promotion, if no suitable candidates are available for being promoted, the posts may be filled by transfer from other Departments or by direct recruitment.

5. **Power to relax.**—Where the Central Government is of the opinion that it is necessary or expedient to do so, it may, by order, for reasons to be recorded in writing, relax any of the provisions of these rules with respect to any class or category of persons.

6. **Disqualification.**—(a) No person who has more than one wife living or who having a spouse living, marries in any case in which such marriage is void by reason of its taking place during the lifetime of such spouse, shall be eligible for appointment to service; and

(b) no woman whose marriage is void by reason of the husband having a wife living at the time of such marriage or who has married a person who has a wife living at the time of such marriage, shall be eligible for appointment to service:

Provided that the Central Government may if satisfied that there are special grounds for so ordering, exempt any person from the operation of the rule.

SCHE-

Name of the post	No. of Posts	Classification	Scale of pay	Whether selection post or non-selection post	Age limit for direct recruits	Educational and other qualifications required for direct recruits
1	2	3	4	5	6	7
Rs.						
Accounts Officer	1	G.C.S. Class II Gazetted Ministerial	590—30—800 —EB—30— 830—35—900	N.A.	N.A.	N.A.

DULE

Whether age and educational qualifications prescribed for the direct recruits will apply in the case of promotees	Period of probation if any	Method of rectt. whether by direct rectt. or by promotion or transfer & percentage of the vacancies to be filled by various methods	In case of rectt. by promotion/transfer, grades from which promotion to be made	If a DPC exists, what is its composition	Circumstances in which U.P.S.C. is to be consulted in making rectt.
8	9	10	11	12	13
N.A.	N.A.	By deputation from among suitable officers belonging to any of the Organized Accounts Services, e.g. S.A.S. of Auditor General's Office, Defence Accounts Department, etc. (Period of deputation—3 years).	..	N.A.	As required under the rules.

1	2	3	4	5	6	7
Superintendent	14	G.C.S. Class II Non-gazetted Ministerial.	350—20—450 —25—575.	Selection	N.A.	N.A.

8	9	10	11	12	13
N.A.	2 years.	50% 50%	promotion Deputation	<i>Promotion</i> (i) Head Clerk in the Headquarters Office of the Coal Controller. (ii) Private Secretary to Coal Controller. With 3 years' service in the grade. <i>Reputation</i> Suitable Officers of the C.S.S.	Class II D.P.C. As required under the rules.

[No. C4-40(15)/60]

S. KRISHNASWAMY,
Under Secy.

MINISTRY OF ECONOMIC AND DEFENCE CO-ORDINATION

(Department of Supply)

New Delhi, the 7th June, 1963

G.S.R. 1021.—In exercise of the powers conferred by the proviso to article 309, of the Constitution, the President hereby makes the following rules to amend the Directorate General of Supplies and Disposals (Technical Assistant) Recruitment Rules, 1961, published with the notification of the Government of India in the Ministry of Works, Housing and Supply No. G S R 1112 dated the 25th August, 1961, namely:—

1 These rules may be called the Directorate General of Supplies and Disposals (Technical Assistant) Recruitment (Amendment) Rules, 1963

2 In the Directorate General of Supplies and Disposals (Technical Assistant) Recruitment Rules, 1961, after rule 5, the following rule shall be added at the end, namely:—

“6 *Power to relax.*—Where the Central Government is of opinion that it is necessary or expedient so to do, it may, by order for reasons to be recorded in writing, relax any of the provisions of these rules with respect to any class or category of persons.”

[No 9/18/63-ESII]

G.S.R. 1022.—In exercise of the powers conferred by the proviso to article 309 of the Constitution and in supersession of the marginally noted letters of the Ministry of Works, Housing and Supply, the President hereby makes the following rules, namely:—

1 **Short title.**—These rules may be called the Directorate General of Supplies and Disposals (Regional Offices—Class III Posts) Recruitment Rules, 1963

	Letter number	Dated	
Superintendent	EIII-10 (19)/52-EIV EIII-10 (19)/52-ESII EIII-10 (19)/52 ESII	18-6-1956 24-4-1957 14-11-1957	2 Application —These rules shall apply for recruitment to the posts specified in column 1 of the Schedule annexed hereto. 3 Classification of the posts and scale of pay —The classification of the posts and scales of pay attached thereto shall be as specified in columns 2 and 3 of the said schedule.
Accountant	EIII-10(19)/52-EIV	18-6-1956	
Stenographer	EIII-10(19)/52-EIV EIII-10(19)/52-ESII EIII-10(19)/52-ESII	18-6-1956 13-11-1957 14-11-1957	
Lower Division Clerk.	EIII-10(19)/52-EIV EIII-10(19)/52-ESII	18-6-1956 14-11-1957	4. Nature of the posts, method of recruitment, age limit, etc. —The nature of the posts, the method of recruitment, age limit, educational qualifications and other matters relating thereto shall be as specified in columns 4 to 9 of the aforesaid Schedule :
Dock Inspector	EIII-10(20)/52 EIV ESII-49(9)/58 49(12)/61-ESII	19-7-1955 7-7-1958 31-10-1961	
Senior Dock Sircar	EIII-10(20)/52-EIV EIV-49(3)/56 ESII-49(4)/61 49(4)/61-ESII	19-7-1955 5-12-1956 17-6-1961 23-11-1961	
Junior Dock Sircar	EIII-10(20)/52-EIV EIV-49(3)/56 ESII-42(92)/58	19-7-1955 5-12-1956 9-5-1958	Provided that the upper age limit specified in column 6 of the said Schedule for direct recruits may be relaxed in the case of candidates belonging to the Scheduled Castes, the Scheduled Tribes or displaced persons and other special categories of persons.
Storekeeper	EIII-10(20)/52-EIV	19-7-1955	
Asstt. Storekeeper	Do.	Do.	

Letter Number		Date	
Supervisor	. EIII-10(20)/52-EIV	. 19-7-55	5. Probation. —All candidate appointed shall be on probation for a period of two years.
Technical Assistant	ESII-49(3)/59	. 15-4-1959	
Technical Assistant (Gr. II)	EIV-49(11)/56	. 22-1-1957	6. Disqualification. —(a) No person who has more than one wife living or who having a spouse living, marries in any case in which such marriage is void by reason of its taking place during the lifetime of such spouse, shall be eligible for appointment to the post; and
Crane Driver	. EIII-10(20)/52-EIV	. 19-7-1955	
Crane Mechanic	. EIII-10(20)/52-EIV EIV-10(4)/55	. 19-7-1955 . 6-12-1955	(b) No woman whose marriage is void by reason of the husband having a wife living at the time of such marriage or who has married a person who has a wife living at the time of such marriage shall be eligible for the post:
Staff Car Driver	. EIII-10(20)/52-EIV	. 19-7-1955	
Comptist	. EIV-49(11)/56	. 22-1-1957	Provided that the Central Government may, if satisfied that there are special grounds for so ordering, exempt any person from the operation of this rule.
Junior Field Officer (Jute)	EIV-10(7)/55	. 6-6-1956	
Junior Field Officer (Litigation)	EIV-10(7)/55	. 22-11-1956	

7. **Power to relax.**—Where the Central Government is of opinion that it is necessary or expedient so to do, it may, by order, for reasons to be recorded in writing, relax any of the provisions of these rules with respect to any class or category of persons.

Recruitment Rules for Class III (Ministerial) Posts in the Dtes. of S&D., Calcutta, Bombay,

Name of Post	Classification whether gazetted or non-gazetted and whether ministerial or non-ministerial	Scale of pay	Whether selection or non-selection posts (for promotion posts only)	Method of recruitment, whether by direct recruitment or by promotion or by transfer and percentage of the vacancies to be filled by various methods
1	2	3	4	5
1. Superintendent.	Non-Gazetted Class III Ministerial.	Cal. Bom. and Madras. Rs. 350—20— 450—25—475	Selection posts.	By promotion, failing which by transfer.
2. Accountant	Do.	Rs. 250—10— 290—15—320	Do.	By promotion, failing which by transfer, failing which by direct recruitment.
3. Stenographer	Do.	Rs. 130—5— 160—8—200 EB—8—256 —EB—8— 280—10— 300.	Does not arise.	By direct recruitment.
Do.		Do.		Do.
4. L.D. Clerk .	Do.	Rs. 110—3— 131—4—155 —EB—4— 175—5—180.	Do.	By direct recruitment.

Madras and Dte. of Supplies (Textiles), Bombay under the Dte. General of S&D.

Age limit	For direct recruitment only Educational and other qualifications required	Whether age and education- al quali- fication prescrib- ed for direct re- cruitment will ap- ply in case of promo- tion/trans- fer.	In case of recruitment by promotion/transfer grades. from which promotions/ transfer to be made
6	7	8	9
Does not arise.	Does not arise.	Does not arise.	1. <i>Promotion</i> U. D. C. and Accountant with 10 years' Govt. Service. 2. <i>Transfer.</i> Persons working in similar or equivalent grades from other Central Govt. offices.
25—29 years.	A graduate with 5 years' accounts experience or a Matriculate possessing a certificate in Book-keeping/Accountancy from Govt. or an Institution recognised by Govt. and 3 years' Accounts experience	No.	<i>Promotion.</i> U. D. Clerk (including those receiving charge allowance) with 3 years' service in the grade. <i>Transfer</i> :—Persons working in similar or equivalent grades from other Central Govt. Offices.
18—24 years.	1. Matriculation equivalent qualifications. 2. Speed in Short-hand should not be less than 100 w.p.m. and in type-writing not less than 40 words per minute.	Does not arise.	Does not arise. <i>Note</i> : The post of Stenographer is normally to be filled by direct recruitment through the Employment Exchange. However, if the alternative will be to advertise the posts and departmental candidates <i>vis</i> Stenotypists/LDCs, who are otherwise eligible, can then compete with outsiders. Stenotypists/LDCs selected in this manner will be treated as direct recruits on their appointment as Stenographers.
18—21 years.	Matriculation or equivalent qualifications with a typing speed of 30 w.p.m. The typing qualification will be relaxable in case of physically handicapped persons who are otherwise qualified to hold the post in accordance with the Min. of Home Affairs O.M. No. 15/8/61-Estt.(D) dt. 23-12-1961	Does not arise.	Does not arise.

*Recruitment Rules for Class III (Non-Ministerial) Posts in the Directorate of Supplies and
Bombay under the Directorate*

Name of post	Classification whether gazetted or non-gazetted and whether ministerial or non-ministerial	Scale of pay	Whether selection or non-selection posts (or promotion posts only)	Method of recruitment, whether by direct recruitment or by promotion or by transfer and percentage of the vacancies to be filled by various methods.
1	2	3	4	5
1. Dock Inspector.	Non-gazetted Class III Non-Ministerial.	<i>Calcutta and Madras.</i> Rs. 210-10-290-15-320. <i>Bombay</i> Rs. 325-15-475.	Selection Post.	(a) 50% by direct recruitment and (b) 50% by promotion failing which (a) or (b) by transfer.
2. Senior Dock Sircar.	Do.	Rs. 130-5-160-8-200-EB-8-256-EB-8-280-10-300	Non-selection post.	Do. In offices where the post of Jr. Dock Sircar does not exist, recruitment shall be 100% by direct recruitment.

*Disposals, Calcutta, Bombay, Madras and Directorate of Supplies (Textiles),
General of Supplies and Disposals.*

Age limit	For direct recruitment only Educational & other qualifica- tions required.	Whether age and educational qualifica- tions prescribed for direct re- cruitment will apply in case of promotion/ transfer	In case of recruitment by promo- tion/transfer grades from which promotion/transfer to be made.
6	7	8	9
23—26 yrs.	Matriculation or equivalent quali- fications with at least 5 years' ex- perience as a Dock Sircar in a firm of Clearing or Steamer Agents or in a Government office concerned with shipping work.	No	<p><i>Promotion :</i> Sr. Dock Sircar with 3 years' service in the grade.</p> <p>NOTE.— If suitable Sr. Dock Sir- cars are not available U.D.Cs. with 3 years ex- perience of shipping work and 10 years total service (including service in the grade of L.D.C.) will be considered for appoint- ment to the grade of Dock Inspector.</p> <p><i>Transfer :</i> Persons working in similar or equi- valent grade from the other Cen- tral Government Offices.</p>
21—24 years	Matriculation or equivalent quali- fications with at least 3 years expe- rience as a Dock/Jetty/Customs Sircar or a similar post in a pri- vate firm or a Government office concerned with Shipping work.	No	<p><i>Promotion :</i> Jr. Dock Sircar with 3 years' ser- vice in the grade.</p> <p>NOTE.—(1) In case suitable Jr. Dock Sircars are not available for promotion to the grade of Sr. Dock Sircar, L.D.Cs who have gained suffi- cient knowledge and experience of Dock and Customs work for more than 3 years in the Shipp- ing Section of the office concerned will be con- sidered for appointment to the grade of Sr. Dock Sircar.</p> <p>(2) L.D.Cs. with requisite age, qualifications and experience could also compete with outsiders against vacancies requir- ed to be filled by direct recruitment.</p> <p><i>Transfer :</i> Persons working in a similar or equivalent grade from other Cen- tral Government Offices.</p>

1	2	3	4	5
3. Junior Dock Sircar.	Non-gazetted Class III Non-Ministerial.	Rs. 110-3-131-4-155-EB-4-175-5-180.	Selection post.	1. By promotion, failing which by direct recruitment, failing which by transfer. 2. 100% by direct recruitment in offices in which no posts of Jetty Sircar exist.
4. Storekeeper	Do.	Rs. 205-7-240-8-280-10-300.	Do.	25% by direct recruitment and 75% by promotion.
5. Assistant Store Keeper.	Do.	Rs. 130-5-160-8-200-EB-8-256-EB-8-280-10-300.	Non-selection Post.	Do.
6. Supervisor	Do.	Do.	Do.	Do.
7. Technical Assistant.	Do.	Rs. 210-10-290-15-320-EB-15-425.		By direct recruitment.
8. Crane Driver	Do.	Rs. 140-5-175		Do.
9. Crane Mechanic.	Do.	Rs. 110-3-131-4-143-EB-4-155.		Do.

6	7	8	9
20—23 years	Matriculation or equivalent qualification with at least 2 years experience as Dock/Jetty/Customs Sircar or a similar post in a private firm or a Government Office concerned with Shipping work.	No	Jetty Sircars with 3 years' service in the grade. <i>Transfer :</i> Persons working in similar or equivalent grade from other Central Government offices.
21—25 years	Intermediate of a recognised University with 2 years' experience in storage, maintenance or movement of Engineering and other Miscellaneous Stores.	No	Supervisor/Assistant Storekeeper with 3 years' service in the grade.

OR

Matriculation or equivalent qualifications with 5 years' experience in a Government department or an established commercial firm in the capacity of Supervisor, Stock verifier, Store Keeper/Assistant Store Keeper or any other similar capacity concerning storage maintenance or movement of Engineering and other Miscellaneous Stores.

Desirable :

Graduates.

19—23 years	Matriculation or equivalent qualifications with experience of stores work.	No	L.D. Clerk with 3 years' service in the grade.
	Do.	Do.	Do.
19—25 years	A diploma in Electrical or Mechanical Engineering from a recognised institution with experience in a workshop or a Drawing office for at least one year.	Does not arise	Does not arise.
18—25 years	1. Middle School Standard 2. A qualifying licence with 2 years' experience. 3. Should have knowledge of primary mechanism.	Do.	Do.
18—25 years	1. Middle School Standard 2. Must be a mechanic with 2 years' experience in the line. 3. Should be able to drive any type of crane.	Do.	Do.

1	2	3	4	5
10. Staff Car Driver.	Non-gazetted Class III, non-ministerial	Rs. 110—3— 131—4—139.	..	By direct recruitment. Preference will be given to regularly appointed Class IV employees of the D.G.S. & D. Where no suitable person from among them is available, recruitment will be made through the Employment Exchange. The quota allotted to Scheduled Castes and Scheduled Tribes will be strictly given to them and if the quota cannot be filled by recruitment from among the Class IV staff in the Directorate members of the Scheduled Castes and Scheduled Tribes will be recruited from the Employment Exchange to make up their quota.
11. Comptist .	Do.	Rs. 110—3— 131—4—155 EB—4—175 —5—180— plus Spl. pay of Rs. 10.	..	By direct recruitment.
12. Carpenter .	Do.	Rs. 85—2—95— 3—110—EB— 3—128	..	Do.
13. J.F.O. (Litigation)	Do.	Rs. 325—1— 475—EB— 20—575.	Selection post,	By promotion, failing which by direct recruitment, failing which by transfer.
14. J.F.O. (Jute).	Do.	Do.	Do.	Do.

6	7	8	9
21—25 years	A qualifying recent licence for driving Cars and heavy vehicles. Should also have at least 5 years experience. <i>Desirable</i> “Middle School Standard Pass”.	Does not arise.	Does not arise.
18—25 Years.	Matriculation or equivalent qualifications with a certificate of competency from M/s. Felt & Tarrent Ltd., Bombay or from any other recognised School or College.	Do.	Do.
18—25 Years.	A good knowledge of measurements with 3 years' experience in carpentry.	Do.	Do.
19—28 years.	A Law graduate with sufficient experience in field work in a Govt. office or a well established commercial concern connected with discovery of assets of defaulting debtors and evaluation of the assets so discovered.	Age—No. Educational qualifications— Yes.	<i>Promotion:</i> U.D. Clerks (with Charge allowance) or U. D. Clerks who are permanent in the grade of U.D. Clerk.
	or A graduate fairly acquainted with the processes of law and with sufficient experience of field work in a Govt. office or a well established Commercial concern connected with discovery of assets of defaulting debtors and evaluation of the assets so discovered.		<i>Transfer:</i> Persons working in similar or equivalent grade from other Central Govt. Offices.
19—25 years.	Graduate with good experience in field work in connection with progressing of contracts and obtaining movement priorities on Rails etc. in a Govt. Deptt. or in a big mercantile Firm.	Do.	<i>Promotion:</i> U.D. Clerks (with charge Allowance) or U.D. Clerks who are permanent in the grade of U.D Clerk. <i>Transfer:</i> Persons working in similar or equivalent grades from other Central Govt. Offices.

New Delhi, the 10th June 1963

G.S.R. 1023.—In pursuance of rule 11 of the Indian Inspection Service (Class I) Rules, 1961, the Central Government, after consultation with the Union Public Service Commission, hereby makes the following rules to amend the Indian Inspection Service (Class I—Recruitment by a Competitive Examination) Rules, 1963, namely:—

1. **Short title.**—These rules may be called the Indian Inspection Service (Class I—Recruitment by a Competitive Examination) Second Admendment Rules, 1963.

2. In the Indian Inspection Service (Class I—Recruitment by a Competitive Examination) Rules, 1963, in rule 4(i), for the first proviso, the following proviso shall be substituted, namely:—

“Provided that subject to the issue of a certificate of eligibility in his favour, a subject of Nepal, or a subject of Bhutan, or a Tibetan refugee who came over to India before the 1st January, 1962 with the intention of permanently settling in India, may also compete at the examination.”.

[No. 49(9)/61-E.S.II.]

R. RAJAGOPALAN, Under Secy.

MINISTRY OF LABOUR & EMPLOYMENT

New Delhi, the 4th June 1963

G.S.R. 1024.—The following regulations, which have been made by the Board of Trustees of the Coal Mines Provident Fund in pursuance of sub-paragraph (2) of paragraph 24 of the Coal Mines Provident Fund Scheme, published with the notification of the Government of India in the late Ministry of Labour No. PF. 16 (5)/48, dated the 11th December 1948 and with the approval of the Central Government further to amend the Coal Mines Provident Fund Staff Regulations, 1957, published under S.R.O. No. 512, dated the 6th February, 1957, are published for general information, namely:—

- (1) These Regulations may be called the Coal Mines Provident Fund Staff (First Amendment) Regulations, 1963.
- (2) For paragraph 27 of the Coal Mines Provident Fund Staff Regulations, 1957, the following paragraph shall be substituted, namely:—

“27. **Leave.**—(1) Authorities competent to sanction leave shall be as under:—

Type of leave	Category of Officer	Competent sanctioning authority
Any leave other than casual leave to which paragraph 26 applies and special disability leave	All Officers and staff of the Coal Mines Provident Fund except the Coal Mines Provident Fund Commissioner	Coal Mines Provident Fund Commissioner.
Do.	Coal Mines Provident Fund Commissioner.	Central Government.
Special disability leave.	All Officers and staff of the Coal Mines Provident Fund	Central Government

- (2) The Board or the Coal Mines Provident Fund Commissioner may authorise any Assistant Commissioner or other officer of the Coal Mines Provident Fund of equivalent status to sanction in the case of

Class III and Class IV staff of the Coal Mines Provident Fund, such leave as the Commissioner himself, is competent to sanction. Exercise of the power by the officer so authorised by the Board or the Commissioner, as the case may be, shall be subject to such conditions and limits as the Board or the Coal Mines Provident Fund Commissioner may prescribe in this regard."

[No. 2(331)/63-PF-I.]

SHAH AZIZ AHMAD, Dy. Secy.

